

Appendix A



Initial Study/NOP/NOP Comment Period
Extension/NOP Comment Letters/Community
Workshop Notice and Mailing Lists

Initial Study

CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK
ROOM 615, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY AND CHECKLIST

(Article IV B City CEQA Guidelines)

LEAD CITY AGENCY City of Los Angeles Department of City Planning	COUNCIL DISTRICT 3	DATE October 24, 2007

RESPONSIBLE AGENCIES

PROJECT TITLE/NO. The Village at Westfield Topanga	CASE NO. ENV-2007-3393-EAF

PREVIOUS ACTIONS CASE NO. DIR 2006-9714-SPP; Vesting Tentative Tract Map. No. 51449	☐ DOES have significant changes from previous actions. ☐ DOES NOT have significant changes from previous actions.

PROJECT DESCRIPTION:

Westfield, LLC, the project Applicant, proposes to develop The Village at Westfield Topanga (the proposed project), a mixed-use development on approximately 30.67 acres of land within the Warner Center area of the City of Los Angeles (City). With a mix of shopping and dining uses, apartment units, office space, a hotel, community/cultural uses, and courtyards and gathering spaces, the project would create a live-work-play environment within the community. The proposed project would include the development of approximately 426,665 square feet of retail space, approximately 77,635 square feet of restaurant uses, an approximately 35,640 square foot specialty grocery store, 360 apartments, a 300-room hotel, approximately 559,834 square feet of office uses, and approximately 14,250 square feet of community/cultural uses. The project would also include surface parking and multi-level parking facilities providing at least 4,650 parking spaces upon full buildout of the project. As part of the project, the existing low-rise commercial buildings that collectively comprise approximately 124,360 square feet of floor area on-site would be removed. Also refer to Attachment A, Project Description.

ENVIRONMENTAL SETTING:

The project site is located within the highly urbanized Warner Center Specific Plan area in the City of Los Angeles. Surrounding land uses include the Westfield Topanga Plaza shopping center to the north, the Westfield Promenade shopping center to the south, and office and other commercial/retail uses to the northeast and to the west. Residential uses are located to the southeast along Owensmouth Avenue and further to the northwest and west. The Warner Center Metro Orange line station is located to the southeast of the project site and the Canoga Orange Line Metro Station is located to the northeast of the project site.

PROJECT LOCATION

6360 N. Topanga Canyon Blvd; 21700 - 21870 W. Victory Blvd; 6351 N. Owensmouth Ave; 21919 Erwin St.; 21945 Erwin St.

PLANNING DISTRICT South Valley	STATUS: ☐ PRELIMINARY ☐ PROPOSED _____ ☐ ADOPTED _____ date

EXISTING ZONING (WC)C2-165/1.5 and (WC)C4-165/1.5	MAX. DENSITY ZONING Floor Area Ratio (FAR) of 1.5; 3.0 FAR for Mixed-use	☒ DOES CONFORM TO PLAN ☐ DOES NOT CONFORM TO PLAN ☐ NO DISTRICT PLAN
PLANNED LAND USE & ZONE Mix-use commercial and residential; same zoning	MAX. DENSITY PLAN	
SURROUNDING LAND USES Commercial north, south east and west; Residential to the southeast and northwest.	PROJECT DENSITY	



DETERMINATION (To be completed by Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

SIGNATURE

TITLE

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).
- 5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

- 1) Earlier Analysis Used. Identify and state where they are available for review.
 - 2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - 3) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated
 - 7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 - 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.
 - 9) The explanation of each issue should identify:
 - 1) The significance criteria or threshold, if any, used to evaluate each question; and
 - 2) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒ Aesthetics	☐ Hazards & Hazardous Materials	☒ Public Services
☐ Agricultural Resources	☒ Hydrology/Water Quality	☒ Recreation
☒ Air Quality	☒ Land Use/Planning	☒ Transportation/Traffic
☐ Biological Resources	☐ Mineral Resources	☒ Utilities/Service Systems
☐ Cultural Resources	☒ Noise	☒ Mandatory Findings of Significance
☒ Geology/Soils	☐ Population/Housing	

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)



BACKGROUND

PROPONENT NAME	PHONE NUMBER
Westfield, LLC (Jaclyn Baumgarten)	(310) 445-6868
PROPONENT ADDRESS	
11601 Wilshire Boulevard, 11 th Floor Los Angeles, CA 90025	
AGENCY REQUIRING CHECKLIST	DATE SUBMITTED
City of Los Angeles Department of City Planning	October 24, 2007
PROPOSAL NAME (If Applicable)	
The Village at Westfield Topanga	

**ENVIRONMENTAL IMPACTS**

(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☒	☐	☐	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☒	☐	☐	☐
II. AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☒
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
III. AIR QUALITY. Where available, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?	☒	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM 10) under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

IV. BIOLOGICAL RESOURCES. Would the project:

a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service ?	☐	☐	☐	☒
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

V. CULTURAL RESOURCES: Would the project:

a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?	☐	☐	☒	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

VI. GEOLOGY AND SOILS. Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving :				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☒	☐	☐	☐
ii. Strong seismic ground shaking?	☒	☐	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
iii. Seismic-related ground failure, including liquefaction?	☒	☐	☐	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☒	☐	☐	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☒	☐	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☒	☐	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

VII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☒	☐	☐	☐
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

VIII. HYDROLOGY AND WATER QUALITY. Would the project result in:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☒	☐	☐	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?	☒	☐	☐	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☒	☐	☐	☐
f. Otherwise substantially degrade water quality?	☒	☐	☐	☐
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

IX. LAND USE AND PLANNING. Would the project:

a. Physically divide an established community?	☒	☐	☐	☐
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

X. MINERAL RESOURCES. Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific	☐	☐	☐	☒

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

plan, or other land use plan?

XI. NOISE. Would the project result in:

a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☒	☐	☐	☐
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

XII. POPULATION AND HOUSING. Would the project:

a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

XIII. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a. Fire protection?	☒	☐	☐	☐
b. Police protection?	☒	☐	☐	☐
c. Schools?	☒	☐	☐	☐
d. Parks?	☒	☐	☐	☐
e. Other governmental services (including roads)?	☒	☐	☐	☐

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

XIV. RECREATION.

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☒	☐	☐	☐

XV. TRANSPORTATION/CIRCULATION. Would the project:

a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☒	☐	☐	☐
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e. Result in inadequate emergency access?	☒	☐	☐	☐
f. Result in inadequate parking capacity?	☒	☐	☐	☐
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☒	☐	☐	☐

XVI. UTILITIES. Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☒	☐	☐	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	☒	☐	☐	☐
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☒	☐	☐	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☒	☐	☐	☐
h. Other utilities and service systems?	☐	☐	☒	☐

XVII. MANDATORY FINDINGS OF SIGNIFICANCE.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b. Does the project have impacts which are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☒	☐	☐	☐
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

**DISCUSSION OF THE ENVIRONMENTAL EVALUATION** (Attach additional sheets if necessary)

PREPARED BY	TITLE	TELEPHONE #	DATE
Stephanie Eyestone-Jones PCR Services Corporation for City of Los Angeles, Department of City Planning	Senior Vice President/Director of Environmental Planning	(310) 451-4488	October 24, 2007

ATTACHMENT A: PROJECT DESCRIPTION

A. INTRODUCTION

Westfield, LLC, the project Applicant, proposes to develop The Village at Westfield Topanga (the proposed project), a mixed-use development on approximately 30.67 acres of land within the Warner Center area of the City of Los Angeles (City).¹ The proposed project would create a live-work-play environment within the community through the development of approximately 426,665 square feet of retail space, approximately 77,635 square feet of restaurant uses, an approximately 35,640 square foot specialty grocery store, 360 apartment units, a 300-room hotel, approximately 559,834 square feet of office uses, approximately 14,250 square feet of community/cultural uses, and courtyards and gathering spaces.² The project would also include surface parking and multi-level parking facilities providing at least 4,650 parking spaces upon full buildout of the project. As part of the project, the existing low-rise commercial buildings that collectively comprise approximately 124,360 square feet of floor area on-site would be removed.

The project would incorporate smart growth principles and green building techniques. In addition, the design of the project would create a pedestrian-oriented environment that would include landscaped pedestrian walkways along gardens, open air plazas, a newly greened Topanga Canyon Boulevard, and linkages to the Westfield Topanga Plaza and Westfield Promenade shopping centers to the immediate north and south, respectively. Overall, the proposed improvements would integrate the shopping center uses in and around the site and improve the area as a walkable community by combining commercial, residential, business, tourism, and entertainment opportunities.

The Village at Westfield Topanga project, which would be implemented through a new Vesting Tentative Tract Map, reflects modifications to development previously approved for the project site as part of Tentative Tract Map No. 51449. The modifications are intended to provide a balance of land uses for the site. Specifically, the proposed modifications include converting a

¹ When deducting street dedications, the project site is comprised of approximately 29.99 acres.

² All square footage are based on Section 12.03 of the Los Angeles Planning and Zoning Code's definition of floor area, which is "that area in square feet confined within the exterior walls of a building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas." Floor area, as defined by Section 12.03, for both existing and proposed uses was calculated by deducting 5 percent of the total gross building area.

substantial portion of the office space included within Tentative Tract Map No. 51449 to a mix of retail, restaurant, and community/ cultural center uses, while maintaining the same number of hotel units and increasing the number of residential units previously approved within Tentative Tract Map No. 51449. The environmental impacts of the approved development set forth in Tentative Tract Map No. 51449 were previously analyzed in the certified 1993 May Centers Environmental Impact Report (EIR) (SCH No. 90010806).

B. PROJECT LOCATION AND SURROUNDING USES

As shown in Figure A-1 on page A-3, the approximately 30.67-acre project site is located within the Warner Center area of the western San Fernando Valley, approximately 20 miles northwest of the City's downtown area and approximately 15 miles north of the Pacific Ocean.³ The project site is generally bounded by Victory Boulevard to the north, Owensmouth Avenue to the east, Erwin Street to the south, and Topanga Canyon Boulevard to the west. The Ventura Freeway (101 Freeway) as well as a network of major roadways including Topanga Canyon Boulevard, Victory Boulevard, Canoga Avenue, and Ventura Boulevard provide regional and local access to the project site. Immediate site access is afforded via driveways along each of the streets bounding the site.

As shown in the aerial photograph provided in Figure A-2 on page A-4, the project vicinity is highly urbanized. The southeast quadrant of the city block on which the site is located (i.e., that portion of the block that is not a part of the project site) is occupied by four freestanding office buildings, two retail buildings, a credit union, and a fast food restaurant along with associated surface and structured parking areas.⁴ Land uses surrounding the project site include the Westfield Topanga Plaza shopping center across Victory Boulevard to the north, the Westfield Promenade shopping center across Erwin Street to the south, and office and other commercial/retail uses across Owensmouth Avenue to the northeast and Topanga Canyon Boulevard to the west. In addition, a gas station is located to the northwest of the project site at the intersection of Topanga Canyon Boulevard and Victory Boulevard. Residential uses are located to the southeast along Owensmouth Avenue and further to the northwest, west, and southwest behind office, commercial, and retail uses fronting Topanga Canyon Boulevard. The Warner Center Metro Orange Line Station is located to the southeast of the project site. In addition, the recently completed Canoga Orange Line Metro Station, which includes a "park and

³ The project site encompasses the properties located at 6360 North Topanga Canyon Boulevard, 21700 – 21870 West Victory Boulevard, 6351 North Owensmouth Avenue, and 21919 – 21945 Erwin Street. VTTM No. 51449 did not include the 21919 – 21945 Erwin Street properties, which are currently proposed for development.

⁴ The two larger of these office buildings, along with associated surface parking and a parking structure, comprise a small campus development on Owensmouth Avenue occupied by 21st Century.

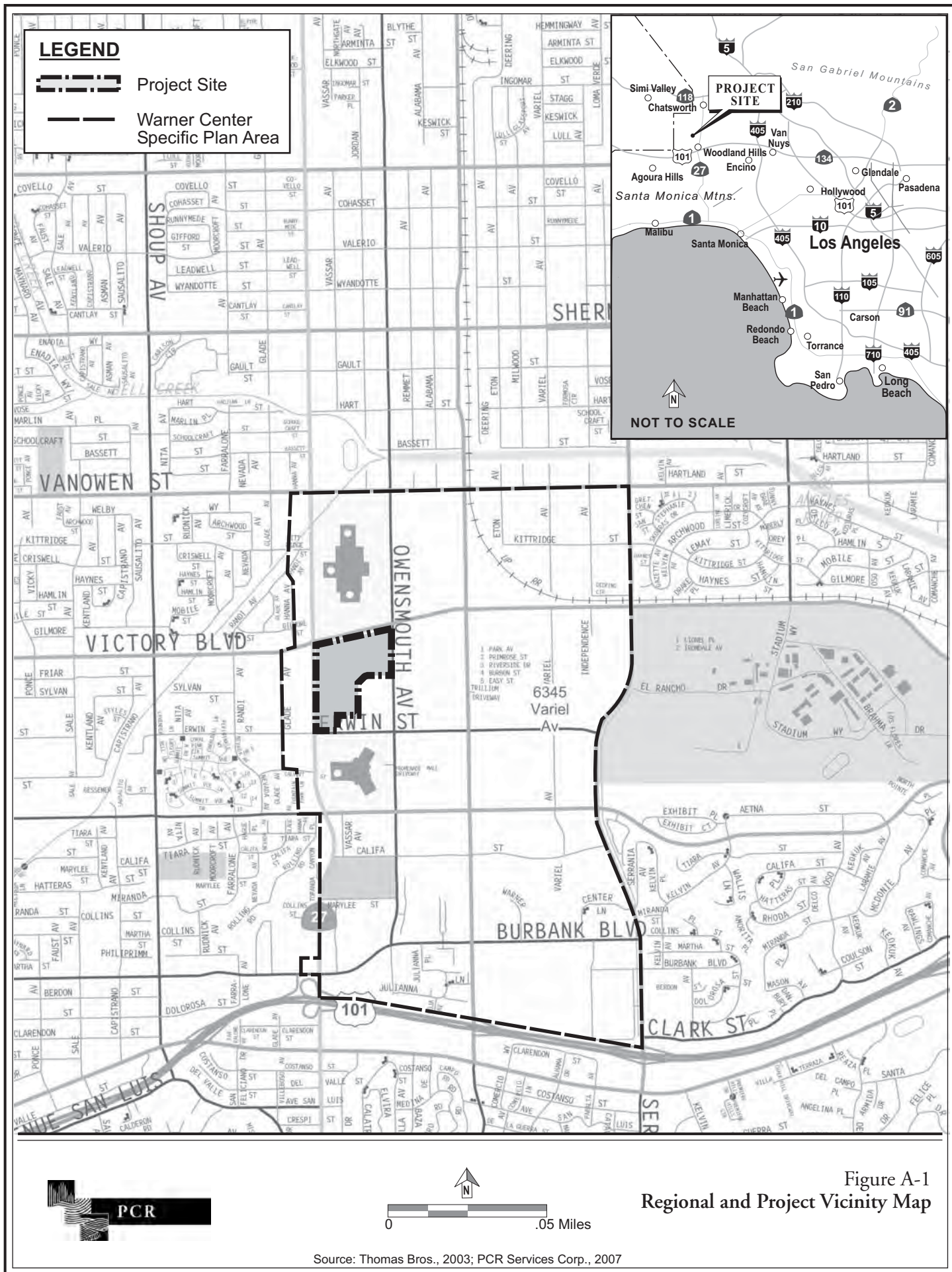


Figure A-1
Regional and Project Vicinity Map

Source: Thomas Bros., 2003; PCR Services Corp., 2007



Figure A-2
Aerial Photograph of Project Site

Source: C&C Aerial Mapping Corp., 2006

ride” surface parking lot, is located to the northeast of the project site along Canoga Avenue, north of Victory Boulevard.

C. SITE BACKGROUND AND EXISTING CONDITIONS

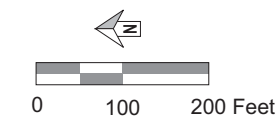
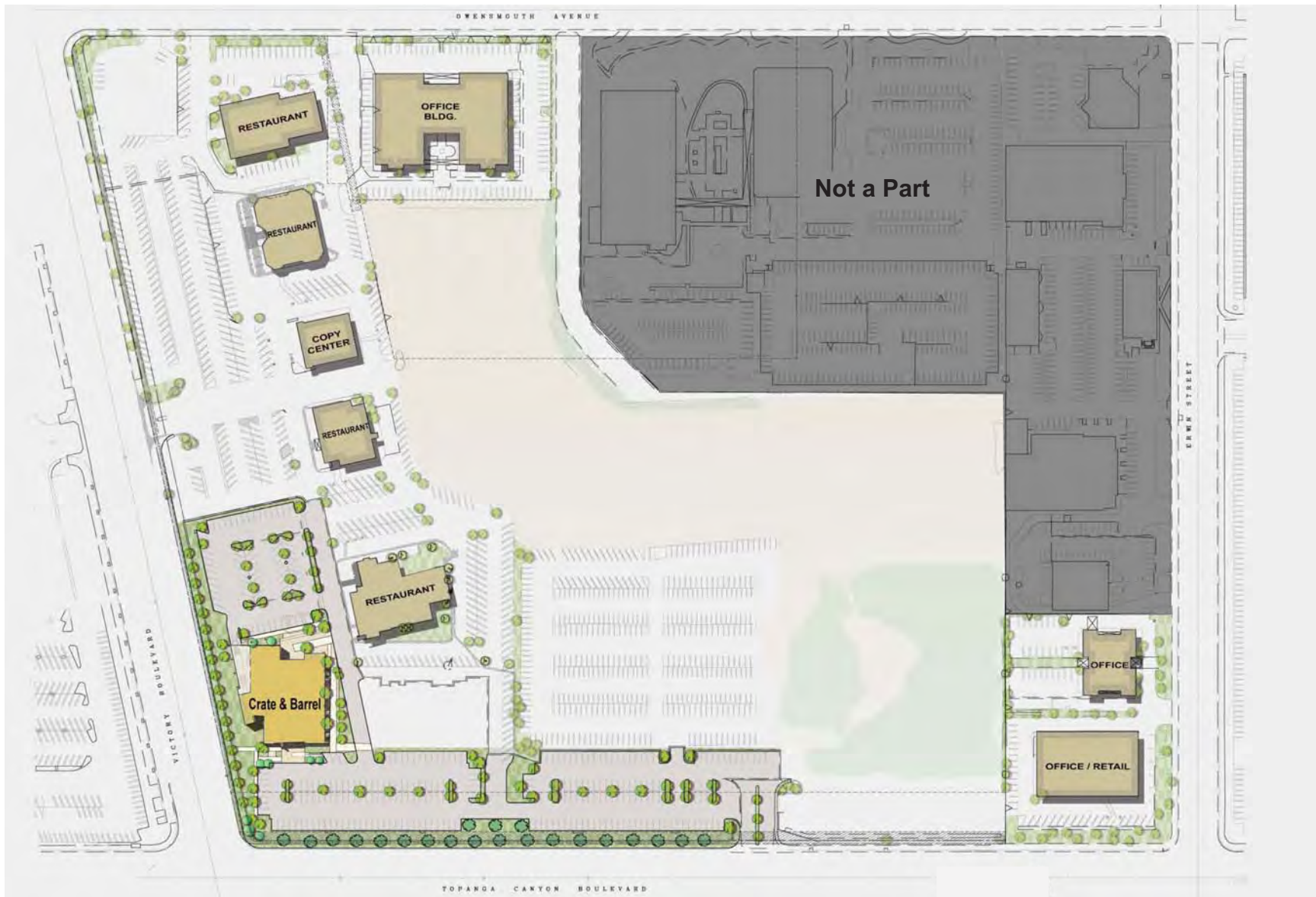
As shown in the existing site plan provided in Figure A-3 on page A-6, the project site is irregular in shape (roughly an upside down “L” shape), with frontage along Victory Boulevard, Owensmouth Avenue, Erwin Street, and Topanga Canyon Boulevard. As shown in Figure A-3, the project site is currently developed with buildings, surface parking areas, undeveloped areas that have been graded, and limited landscaping. Five one-story freestanding buildings comprised of a mix of restaurant and commercial uses are oriented toward Victory Boulevard and are separated from Victory Boulevard by an expansive surface parking area.⁵ In addition, a two-story office building is located along Owensmouth Avenue. The southern portion of the project site contains two one-story commercial buildings along Erwin Street. Together these buildings comprise approximately 124,360 square feet of building area. In addition, a new approximately 34,200 square foot retail building to be occupied by Crate & Barrel has been approved by the City of Los Angeles within the project site.⁶ This new use will replace an approximately 22,000 square foot theater building that was recently removed within the northwest corner of the site at 6360 Topanga Canyon Boulevard and an approximately 4,500 square foot vacant bank building located at 21700 Victory Boulevard. Completion of the construction of the Crate & Barrel retail use is expected by December 2008. Although this use is approved and will be fully operational far in advance of completion of the project, the cumulative environmental impacts of this use will be addressed in the EIR.

The existing buildings on-site, including the already approved Crate & Barrel building, consist of one and two stories with heights ranging from approximately 16 feet to 32 feet. As shown in Figure A-3, in addition to the large surface parking area along Victory Boulevard, a large surface parking area is also located along Topanga Canyon Boulevard. In total, approximately 1,367 surface parking spaces are located on-site. As shown in Figure A-3, the eastern portion of the site is comprised of vacant land that has been graded.

The project site is generally flat, with a topography that gently slopes down from the southwest to the northeast. Vegetation on-site is limited to sparse landscaping in the form of trees and shrubs throughout the parking areas, along the adjacent roadways, and around some building perimeters.

⁵ The project site also contains a vacant bank at 21700 Victory Boulevard. Since this structure will be removed to provide for the new Crate & Barrel approved by the City, it is not considered as part of existing conditions.

⁶ Approved as Case No. DIR 2006-9714 (SPP) on March 8, 2007 by the City of Los Angeles.



Source: Westfield, LLC, 2007

Figure A-3
Existing Site Plan

The project site is located within the adopted Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan (Community Plan) and Warner Center Specific Plan (Specific Plan) areas. Both the Community and Specific Plans target existing automobile-oriented development in the area, such as the project site, for redevelopment in accordance with updated design guidelines in order to enhance the vitality of the Plan areas. The site is designated for Regional Commercial land uses pursuant to the City's General Plan Framework and the Community Plan. In addition, the majority of the site is zoned (WC)C2-165/1.5. The (WC) designation indicates that the project site is within the Warner Center Specific Plan area; the C2 designation indicates that the project site is zoned for commercial and residential uses; and the 165/1.5 designation indicates that the maximum permitted building height is 165 feet and the floor area ratio (FAR) is one and a half times the permitted buildable area. The Specific Plan provides for increases for both height and floor area beyond these limits under certain circumstances. The southernmost portion of the site along Erwin Street is zoned (WC)C4-165/1.5, also indicating commercial zoning with height and FAR requirements that are the same as those for the remainder of the project site.

A number of transit agencies provide public transit to the project site and surrounding community including, but not limited to, the City of Los Angeles Department of Transportation (LADOT), the Los Angeles County Metropolitan Transportation Authority (Metro), Santa Clarita Transit, and the Antelope Valley Transit Authority. As indicated above, two Metro Orange line stations are located in close proximity to the project site, in addition to various bus stops located throughout the vicinity. The project vicinity is also served by the LADOT-operated and maintained Warner Center Shuttle.

Tentative Tract Map No. 51449, which encompasses the majority of the project site, was previously approved in 1993 by the City of Los Angeles. Tentative Tract Map No. 51449 provided for the expansion of the shopping center now known as Westfield Topanga Plaza (Parcel A) and development of the majority of the city block on which the project site is located (Parcel B), including the 21st Century property but not including the Erwin Street properties. Existing approvals for Parcel B thus include approximately 2.1 million square feet of office uses, 16,000 square feet of retail space, 13,000 square feet of restaurant uses, a 6,000 square foot day care center, 160 residential units comprising 212,000 square feet, and a 300-room hotel encompassing 250,000 square feet, for a total of 2,597,564 square feet of floor area plus associated surface, structured, and subterranean parking.⁷ Full development of the approved floor area would result in an FAR of 1.5:1 excluding residential uses, or 1.63:1 including the residential component.⁸ Of this development approved within Tentative Tract Map No. 51449,

⁷ At the time of the May Center project approval, the entitled floor area included a pre-existing approximately 230,000 square foot office building which is now a part of the 21st Century development.

⁸ The Warner Center Specific Plan does not include residential uses in the calculation of FAR, per Section 8.E. and the definitions provided in Section 4. However, the maximum permitted FAR for a mixed use project is 3:0.

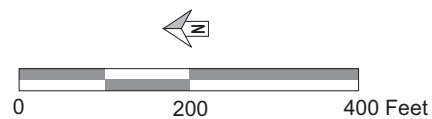
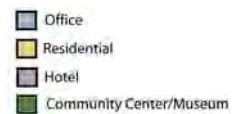
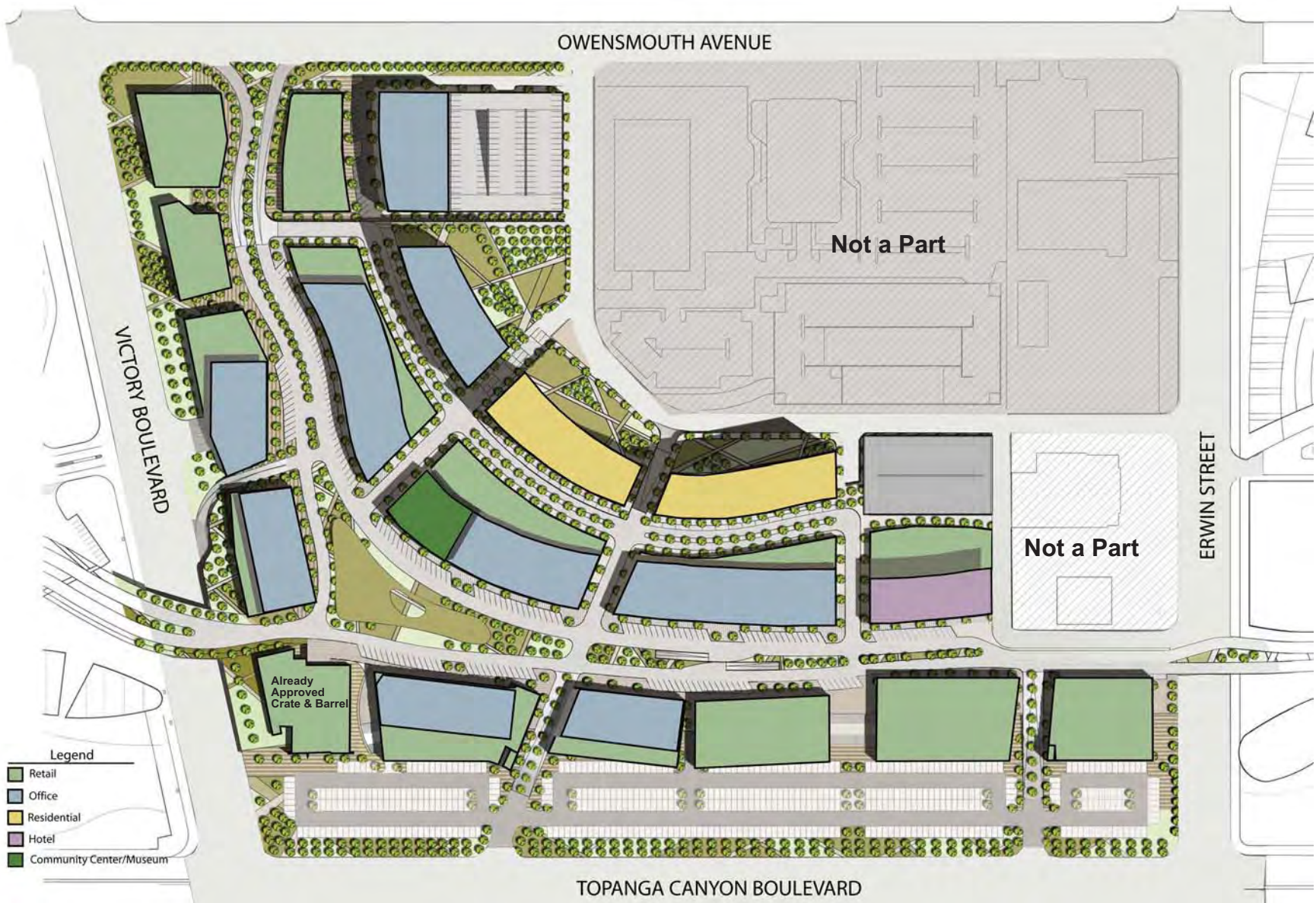
1,596,048 square feet of office space, 16,000 square feet of retail, 13,000 square feet of restaurant, a 300-room hotel, a 6,000 square foot day care center, and 160 residential units remain undeveloped. The environmental impacts of the approved development set forth in Tentative Tract Map No. 51449 were previously analyzed in the certified 1993 May Centers Environmental Impact Report (EIR) (SCH No. 90010806).

D. DESCRIPTION OF PROPOSED PROJECT

The Village at Westfield Topanga would provide a mix of commercial, residential, business, tourism, and entertainment uses, along with landscaped areas and residential, recreational, and business amenities. The proposed improvements are intended to revitalize the project site, unify the shopping center uses in and around the site, and enhance the community. Specifically, the proposed project would include the development of approximately 426,665 square feet of retail space, approximately 77,635 square feet of restaurant uses, an approximately 35,640 square foot specialty grocery store, 360 apartment units, a 300-room hotel, approximately 559,834 square feet of office uses, and approximately 14,250 square feet of community/cultural center uses. These uses would be developed as a combination of freestanding low-rise buildings and high-rise structures built atop a podium or parking deck and would incorporate smart growth and green building principles. In addition to ground and mezzanine parking levels that form the podium, the project would include surface parking areas and two nine-level parking structures, providing a sitewide total of at least 4,650 parking spaces at full buildout of the project. The project would also incorporate a series of landscaped pedestrian walkways along gardens, open air plazas, a newly greened Topanga Canyon Boulevard, and pedestrian/vehicular linkages to the Westfield Topanga Plaza shopping mall to the north and the Westfield Promenade shopping mall to the south. Refer to Figure A-4 on page A-9 for the conceptual site plan.

The Village at Westfield Topanga project, which would be implemented through a new Vesting Tentative Tract Map, reflects modifications to development already approved within the project site as part of Tentative Tract Map No. 51449. The modifications are intended to provide a balance of land uses for the site. Specifically, the proposed modifications include replacing much of the office space included within Tentative Tract Map No. 51449 with a mix of retail, restaurant, and community/cultural center uses, while maintaining the same number of hotel units previously approved within Tentative Tract Map No. 51449 and increasing the number of residential units previously approved by 200 units (from 160 units to 360 units).

As part of the project, the existing one- and two-story buildings that collectively comprise approximately 124,360 gross square feet of floor area on-site would be removed. The approximately 34,200 retail building to be occupied by Crate & Barrel, which was previously



Source: Westfield, LLC, 2007

Figure A-4
Conceptual Site Plan

approved by the City of Los Angeles on March 8, 2007, would remain within the project site. Table A-1 on page A-11 compares the existing and proposed development on the project site. In addition, the following describes the primary components of the proposed project in greater detail.

1. Retail/Restaurant Component

The project proposes approximately 539,940 square feet of retail floor area, which includes approximately 426,665 square feet of retail stores, approximately 77,635 square feet of restaurant uses, and an approximately 35,640 square foot grocery store. These retail uses would be located throughout the site in a series of structures located on the ground and podium levels, as shown in Figure A-4. Two and three-story freestanding buildings containing retail uses would be situated along much of Topanga Canyon Boulevard, Victory Boulevard, and a portion of Owensmouth Avenue, with landscaped setbacks along the adjacent street frontages and pedestrian walkways connecting to the interior of the site. Office uses may be located within the upper level of several of these buildings. These two and three-story buildings would range in size and would have heights of up to approximately 78 feet above grade. Additionally, retail uses would be located on the lower levels of three story buildings within the more central area of the site. These buildings would have heights of up to approximately 90 feet measured from grade. These retail uses would be linked to the other uses within the site via landscaped pedestrian walkways, gardens, and other open spaces. Finally, retail uses would be provided below the proposed hotel (discussed below) as well as below the parking deck on Owensmouth Avenue.

2. Residential Component

The residential component of the proposed project would include up to 360 apartment units. These residential uses are anticipated to be located near the eastern property line in the interior portion of the project site and are expected to be developed above approximately five parking levels. The buildings containing the residential uses (and parking levels below) would be up to approximately 219 feet in height as measured from grade. These residential buildings would comprise approximately 494,000 square feet of floor area, including common areas, amenities, and leasing offices. A variety of residential amenities would be provided and may include a fitness center, swimming pool, and jacuzzi; a community room, reading room, game room (e.g., billiards, ping pong, card tables, etc.), and home theater media room; a business center with a conference room and business services (e.g., internet, fax, and copy services); a concierge desk; dry cleaning service and/or other small services; and leasing offices, resident services offices, and maintenance facilities. Each of the residential buildings would have resident-only lobbies, with surrounding landscaped open space on the podium level.

Table A-1

Project Development Summary Table^a

Land Use	Existing Development ^b	Existing Development to Remain	Proposed Development
Retail	54,658 sq. ft. ^c	34,200 sq. ft. ^c	426,665 sq. ft.
Restaurant	35,645 sq. ft.	0	77,635 sq. ft.
Grocery Store	0	0	35,640 sq. ft.
			360 units
Residential	0	0	(approx. 494,000 sq. ft.)
			300 rooms
Hotel	0	0	(approx. 193,600 sq. ft.)
Office	47,472 sq. ft.	0	559,834 sq. ft.
Community/Cultural Use	0	0	14,250 sq. ft.
Vacant	10,896 sq. ft. ^b	0	0
Bank	9,889 sq. ft.	0	0

^a All floor area based on the City of Los Angeles Zoning Code's definition of floor area.

^b Excludes an existing vacant bank building, which will be removed as part of the approval for construction of the Crate and Barrel.

^c Includes the Crate & Barrel which was previously approved as Case No. DIR 2006-9714 (SPP) on March 8, 2007 by the City of Los Angeles and is currently under construction and expected to be completed in December, 2008.

Source: Westfield, LLC, 2007.

3. Hotel Component

The hotel component of the proposed is anticipated to be located in the southern portion of the project site, east of the southern pedestrian bridge and adjacent to the west of the nine-level parking deck (discussed below). The hotel uses are anticipated to be located above one level of retail space on the podium level. The hotel would include a total of 300 rooms, encompassing approximately 193,600 square feet including ancillary uses such as the lobby, banquet rooms, meeting rooms, hotel restaurant/lounge, hotel offices, and dining/kitchen and function areas. Amenities to be provided would include a swimming pool and landscaped recreational areas for hotel guests. The hotel building would have a maximum height of approximately 219 feet above grade, including the retail uses located within the lower level of the building. The hotel may alternatively be located in the interior portion of the site above one floor of retail space on the podium level or at the southwest corner of the site, directly along the Erwin Street frontage.

4. Office and Community/Cultural Use Components

The proposed office uses would be provided in a series of structures comprising a total of approximately 559,834 square feet, as illustrated in Figure A-4. Office uses would be located near Owensmouth Avenue within two buildings that would have a maximum building height of up to approximately 165 feet above grade including parking levels that would be provided below the office uses and above the podium. As indicated above, office uses would also be located above the retail uses along the street frontages of Victory Boulevard and Topanga Canyon Boulevard and above the retail uses within the interior of the project site.

Approximately 14,250 square feet of community/cultural center uses would also be provided as part of the project. These uses are anticipated to be provided within the interior area of the site.

5. Parking and Site Access

The project would include ground level parking with a mezzanine, upon which a podium or platform would be provided. This podium level would be developed with buildings and would offer outdoor plazas and internal roadways connecting each of the buildings. Vehicular access to and from the ground level and mezzanine parking levels would be provided via driveways along Topanga Canyon Boulevard, Owensmouth Avenue, and Erwin Street.

The project would also include a six level parking facility that would be integrated with the office building located on Owensmouth Avenue and a nine level parking facility located in the southeastern corner of the site adjacent to the hotel. As indicated above, parking would also be provided on the podium below the office uses of one of the office buildings and below the residential uses. Vehicular access to the parking facilities would be provided at driveways on Owensmouth Avenue and Erwin Street. In addition, a series of small surface parking areas would be provided along Topanga Canyon Boulevard, with immediate driveway access from the adjacent roadway and pedestrian access to the commercial buildings fronting the street. Limited surface parking would also be provided on the podium level within the site interior, located along the internal roadways adjacent to many of the retail/restaurant uses, with off-site street access via driveways on Owensmouth Avenue, Victory Boulevard, and Topanga Canyon Boulevard. An emergency fire lane would be provided internally and would curve along the eastern site boundary from Owensmouth Avenue to Erwin Street.

Two bridges allowing pedestrian and vehicular access may also be provided on the north and south ends of the project site. If developed, the northern bridge would cross over Victory Boulevard and connect to the Westfield Topanga Plaza shopping mall, while the southern bridge would cross over Erwin Street and connect to the Westfield Promenade shopping mall.

Overall, at least 4,650 parking spaces would be provided on-site upon full buildout of the project. Proposed parking would be designed to maximize efficiency and minimize the visual impacts, such as that currently presented by the large expanses of surface parking on-site today. Through landscaping, particularly along Topanga Canyon and Victory Boulevards, and “hidden” parking within the parking decks, the proposed project is intended to maintain a feeling of openness and design innovation central to The Village’s pedestrian-friendly and community-oriented environment.

6. Height Zones

The Village at Westfield Topanga to be developed with maximum height zones established for the project site. A height zone would be established along much of Victory Boulevard and Topanga Canyon Boulevard to limit maximum building heights to approximately 78 feet above grade. Near Owensmouth Avenue, the height zones would provide for maximum building heights of approximately 165 feet above grade. Within the interior of the project site, a maximum height zone of approximately 90 feet above grade would be established. Finally, along the eastern property line in the interior portion of the project site and near the southwestern corner of the site, maximum height zones of approximately 219 feet above grade would be established. All height zones are based on measurements from grade, per the City of Los Angeles Zoning Code.

7. Site Design and Open Space/Landscape Plan

The proposed project would incorporate an environmentally sustainable design utilizing green building technologies that involve more resource-efficient modes of construction through energy efficiency, water conservation, environmentally preferable building materials, and waste reduction to create a building design that would be environmentally sustainable. The proposed project would also provide landscaped pedestrian walkways along gardens, open air plazas, and a newly greened Topanga Canyon Boulevard. Through the creation of such open spaces, The Village is intended to provide a pedestrian-oriented central gathering place within Warner Center as well as transform the Topanga Canyon streetscape.

8. Construction

Construction of the project would begin in 2010 with buildout completed as early as 2012. It is anticipated that approximately 70,000 cubic yards of soil would be excavated, the majority of which would be expected to be exported off-site.

E. NECESSARY APPROVALS

In accordance with CEQA Guidelines Section 15161, a project-level EIR focusing on the changes in the existing environment resulting from implementation of the proposed project will be prepared. As the Lead Agency, the City of Los Angeles will be the agency responsible for the preparation and distribution of the Draft EIR. The Draft EIR will be used in connection with all other permits and all other approvals necessary for the construction and operation of the proposed project. Specifically, the Draft EIR will be used by the City of Los Angeles Department of Planning, Department of Building and Safety, Department of Transportation, and Department of Public Works, including the Bureaus of Engineering and Sanitation, the City of Los Angeles Fire Department, and other responsible public agencies that must approve activities undertaken with respect to the project.

Approvals required for the proposed project would include, but may not be limited to, the following:

- Vesting Tentative Tract Map;
- Warner Center Specific Plan (WCSP) Project Permit Compliance, pursuant to the provisions of Los Angeles Municipal Code Section 11.5.7C, to permit the proposed development, including;
 - Floor Area Ratio Averaging pursuant to Section 9.E of the WCSP;
 - Height increase pursuant to Section 10.A.2(b)(2) of the WCSP;
 - Lot Coverage Averaging pursuant to Section 10.E of the WCSP;
 - Shared parking pursuant to Section 12.D of the WCSP;
 - Uniform sign program pursuant to Section 14.G of the WCSP;
- Ten percent parking reduction for transit-proximate uses pursuant to LAMC Section 12.24 Y;
- Conditional Use Permit (CUP) to permit on-site sales and consumption of a full line of alcoholic beverages and off-site sales of a full line of alcoholic beverages;
- Certification of an Environmental Impact Report;
- Cultural Affairs Commission Design Approval of bridges, if developed;

- Modification of Project Permit Compliance approvals at Westfield Topanga and Promenade parcels to reconfigure parking areas to accommodate bridges, if developed;
- Haul Route Approval;
- Demolition, grading, excavation, foundation, and associated building permits; and
- Any additional actions as may be deemed necessary.

ATTACHMENT B: EXPLANATION OF CHECKLIST DETERMINATIONS

The following discussion provides responses to each of the questions set forth in the City of Los Angeles Initial Study Checklist. The responses below indicate those issues that are expected to be addressed in an Environmental Impact Report (EIR) and demonstrate why other issues will not result in a potentially significant environmental impact and thus do not need to be addressed further in an EIR. The questions with responses that indicate a “Potentially Significant Impact” do not presume that a significant environmental impact would result from the proposed project. Rather, such responses indicate those issues that will be addressed in an EIR with conclusions of impact reached as part of the analysis within that future document.

I. AESTHETICS

Would the project:

a. Have a substantial adverse effect on a scenic vista?

Potentially Significant Impact. The project site is located within the highly urbanized Warner Center area of the San Fernando Valley. The project site is irregular in shape with frontage along Victory Boulevard, Owensmouth Avenue, Erwin Street, and Topanga Canyon Boulevard. The project site is currently developed with buildings, surface parking areas, undeveloped areas that have been graded, and limited landscaping. The northern portion of the project site contains five one-story freestanding buildings comprised of a mix of restaurant and commercial uses oriented toward Victory Boulevard and are separated from Victory Boulevard by an expansive surface parking area.¹ A two-story office building is located along Owensmouth Avenue. The southern portion of the project site contains two one-story commercial buildings along Erwin Street. In addition, a new approximately 34,200 square foot retail building to be occupied by Crate & Barrel has been approved by the City within the project site.² This new use will replace an approximately 22,000 square foot theater building that was recently removed within the northwest corner of the site at 6360 Topanga Canyon Boulevard and an existing approximately 4,500 square foot vacant bank building located at 21700 Victory Boulevard. Completion of the construction of the Crate & Barrel retail use is expected by December 2008. The existing buildings on-site, including the already approved Crate & Barrel building, consist of one and two stories with heights ranging from approximately 16 feet to 32 feet. Land uses

¹ The project site also contains a vacant bank at 21700 Victory Boulevard. Since this structure has already been approved for demolition, it is not included in the baseline analysis.

² The Crate & Barrel was previously approved as Case No. DIR 2006-9714 (SPP) on March 8, 2007 by the City of Los Angeles.

surrounding the project site include the Westfield Topanga Plaza shopping center across Victory Boulevard to the north, the Westfield Promenade shopping center across Erwin Street to the south, and office and other commercial/retail uses across Owensmouth Avenue to the northeast and Topanga Canyon Boulevard to the west. In addition, a gas station is northwest of the project site at the intersection of Topanga Canyon Boulevard and Victory Boulevard. Residential uses are located to the southeast along Owensmouth Avenue and further to the northwest, west, and southwest behind office, commercial, and retail uses fronting Topanga Canyon Boulevard.

A scenic vista is a view of a visual resource. Visual resources in the project area include features of the cityscape, the Santa Monica Mountains to the south, the Simi Hills to the west, and the Santa Susana Mountains to the northwest. Scenic vistas in the project area are available from nearby areas in the project vicinity.

The heights of structures proposed as part of the project would vary depending on the type of structure and its location within the project site. The site would be developed as a combination of freestanding low-rise buildings and high-rise structures built atop a podium or parking deck in accordance with established height zones with heights of up to approximately 219 feet above grade. The project would also include landscaped pedestrian walkways along gardens, open air plazas, and a newly greened Topanga Canyon Boulevard. As the proposed project and its heights would alter the visual character of the project site, scenic vistas within the project area may be affected by the project. Therefore, it is recommended that this issue be analyzed further in an Environmental Impact Report (EIR) with feasible mitigation measures incorporated as necessary.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?

No Impact. The project site is not located along any scenic highways as defined by the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan. The closest scenic highways to the project site are the U.S. 101 Freeway and Ventura Boulevard, located approximately 1 mile and 1.16 miles to the south, respectively.³ Due to the distance between the project site and the nearest scenic highway and intervening development, no impacts to scenic highways would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

³ *City of Los Angeles General Plan Transportation Element, Exhibit E, adopted by the City Council September 8, 1999.*

c. Substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Impact. The existing visual character of the project site is defined by eight one- and two-story office, restaurant, and commercial buildings, surface parking areas, undeveloped areas that have been graded, and limited landscaping. In addition, a new approximately 34,200 square foot retail building to be occupied by Crate & Barrel has been approved by the City within the project site. This new use will replace an approximately 22,000 square foot theater building that was recently removed within the northwest corner of the site at 6360 Topanga Canyon Boulevard and the approximately 4,500 square foot vacant bank building located at 21700 Victory Boulevard. Completion of the construction of the Crate & Barrel retail use is expected by December 2008. The existing buildings on-site, including the already approved Crate & Barrel building, consist of one and two stories with heights ranging from approximately 16 feet to 32 feet. As part of the proposed project, all of the existing buildings within the project site, with the exception of the 34,200 square foot Crate and Barrel, would be removed and replaced with a mix of retail space, residential units, hotel rooms, office space, restaurant uses, community/cultural space, and multi-level parking structures as well as extensive landscaping and open space amenities. The site would be developed as a combination of freestanding low-rise buildings and high-rise structures built atop a podium or parking deck in accordance with established height zones with heights of up to approximately 219 feet above grade. The project would also include landscaped pedestrian walkways along gardens, open air plazas, and a newly greened Topanga Canyon Boulevard. These project components are anticipated to collectively improve the visual character of the site. Nonetheless, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. The project lies within a highly urbanized area, characterized by medium to high ambient nighttime artificial light levels. During nighttime hours, the surrounding low- to mid-rise commercial, office, and residential buildings as well as the high-rise office buildings of Warner Center Towers to the southeast typically utilize moderate levels of interior and exterior lighting for security, parking, signage, architectural highlighting, and landscaping. Traffic on local streets also contributes to overall ambient artificial light levels in the area. The proposed project would include nighttime illumination for architectural highlighting, parking, signage and security purposes, which may be visible from some nearby off-site vantages. In addition, the project would introduce new reflective surfaces, such as windows and metallic features, which could result in new sources of glare to nearby sensitive receptors. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

Shading impacts are influenced by the height and bulk of a structure, the time of year, the duration of shading during the day, and the sensitivity of the surrounding uses. As described above, numerous low- to mid-rise commercial, office, and residential buildings as well as the high-rise office buildings of Warner Center Towers to the southeast are located within the project vicinity. Thus, shading of off-site areas from these buildings already occurs within the project vicinity. As the project would include a combination of freestanding low-rise buildings and high-rise structures built atop a podium in accordance with established height zones with heights of up to approximately 219 feet above grade, additional shadows may be cast on some of the land uses surrounding the project site during daytime hours throughout the year. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

II. AGRICULTURAL RESOURCES

Would the project:

- a. **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

No Impact. The project site is fully developed within a highly urbanized area, and is not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, no agricultural or other related activities currently occur on the site or within the project vicinity. Therefore, no impacts to farmland would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

- b. **Conflict with the existing zoning for agricultural use, or a Williamson Act Contract?**

No Impact. The entire site is zoned (WC)C2-165/1.5 and (WC)C4-165/1.5, both of which are commercial zones. No agricultural zoning is present in the surrounding area, and no nearby lands are enrolled under the Williamson Act.⁴ Therefore, no impacts due to a conflict with agricultural zoning or Williamson Act contracts would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

⁴ City of Los Angeles Department of City Planning, Zoning Information and Map Access System (ZIMAS), <http://zimas.lacity.org/>; accessed July 2, 2007.

c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

No Impact. As discussed above, no agricultural uses exist on the project site or in the vicinity nor is the project site or the vicinity zoned for agricultural use. Thus, the proposed project would not involve the conversion of farmland to non-agricultural uses. No impacts to agricultural land or uses would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

III. AIR QUALITY

The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the SCAQMD or Congestion Management Plan?

Potentially Significant Impact. The project site is located within the 6,600 square mile South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) together with the Southern California Association of Governments (SCAG) is responsible for formulating and implementing air pollution control strategies throughout the Basin. The current Air Quality Management Plan (AQMP) was adopted June 1, 2007 and outlines the air pollution control measures needed to meet Federal PM_{2.5} standards by 2015 and O₃ standards by 2024. The AQMP also proposes policies and measures currently contemplated by responsible agencies to achieve Federal standards for healthful air quality in the Basin that are under SCAQMD jurisdiction. In addition, the current AQMP addresses several Federal planning requirements and incorporates substantial new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological data, and new air quality modeling tools. The proposed project would support and be consistent with several key policy directives set forth in the AQMP. For example, the project would provide for new residential uses within a major regional employment center, locate new development within proximity to existing transit facilities, and would redevelop a site already served by existing infrastructure. Notwithstanding these attributes, the project would increase the amount of traffic in the area and would consequently generate operational air emissions that could affect implementation of the AQMP. Pollutant emissions resulting from the removal of existing on-site structures and construction of the proposed project would also have the potential to affect implementation of the AQMP. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. As indicated above, the project site is located within the South Coast Air Basin, which is characterized by relatively poor air quality. State and Federal air quality standards are often exceeded in many parts of the Basin, with Los Angeles County among the highest of the counties that compose the Basin in terms of non-attainment of the standards. The Basin is currently in non-attainment for O₃, PM₁₀, and PM_{2.5} on Federal and State air quality standards. As discussed above in Response III(a), the project would result in increased air emissions associated with construction and operation. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, & PM₁₀) under an applicable federal or state ambient air quality standard?

Potentially Significant Impact. As discussed above in Response III(a), the project would result in increases in air emissions from construction and operations (e.g., vehicle trips and stationary sources) in a Basin that is currently in non-attainment of Federal and State air quality standards for O₃, PM₁₀, and PM_{2.5}. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

d. Expose sensitive receptors to substantial pollutant concentrations?

Potentially Significant Impact. Sensitive receptors in the project vicinity include multi-family residential units located across Owensmouth Avenue to the southeast and single-family residential units located approximately 0.16 miles to the northwest, 0.13 miles to the west, and 0.20 miles to the southwest behind office, commercial, and retail uses fronting Topanga Canyon Boulevard. Additional sensitive receptors that are more distant from the site include Hamlin Elementary School, located approximately 0.45 miles to the northwest, Canoga Park High School, located approximately 0.5 miles to the north, and Eton Avenue School, located approximately 0.72 miles to the northeast. Construction activities and operation of the proposed uses could increase air emissions above current levels, thereby potentially affecting nearby sensitive receptors. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

e. Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements

used in manufacturing processes. Odors are also associated with such uses as sewage treatment facilities and landfills. The project involves the development of commercial uses, residential units, community/cultural space, and associated parking, and would not introduce any major odor-producing uses that would have the potential to affect a substantial number of people. Only limited odors associated with project operations would be generated by on-site waste generation and storage, the use of certain cleaning agents, and/or restaurant uses, all of which would be consistent with existing conditions on-site. In addition, activities and materials associated with construction would be typical of construction projects of similar type and size. Any odors that may be generated during construction or operation of the project would be localized and temporary in nature, and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402. Impacts with regard to odors would be less than significant. Further analysis of this issue is not necessary and no mitigation measures would be required.

IV. BIOLOGICAL RESOURCES

Would the project:

- a. **Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

No Impact. The project site is located in a highly urbanized area and is currently developed with buildings, surface parking areas, undeveloped areas that have been graded, and limited landscaping. Given the urbanized nature of the project area and the fact that the project site has already been disturbed, the likelihood of the presence of any endangered and/or threatened species is remote. Therefore, the project, which would include development of a previously developed site in an urbanized area, would not have an adverse impact on endangered and/or threatened species. Further analysis of this issue is not necessary and no mitigation measures would be required.

- b. **Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

No Impact. As stated above in Response IV(a), the project site is located in a highly urbanized area and is currently developed with buildings, surface parking areas, undeveloped areas that have been graded, and limited landscaping. As such, there is no riparian habitat or other sensitive natural communities existing on the site as identified in the City or regional plans or in regulations by the California Department of Fish and Game (CDFG) or the U.S. Fish and

Wildlife Service (USFWS). In addition, the project site is not located in or adjacent to a Significant Ecological Area (SEA), as defined by the City of Los Angeles.⁵ Consequently, the proposed project would have no impact on riparian habitats or other sensitive natural communities identified in City or regional policies, plans or regulations. Further analysis of this issue is not necessary and no mitigation measures would be required.

- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

No Impact. As stated above in Response IV(a), the project site is located in a highly urbanized area and is currently developed with buildings, surface parking areas, undeveloped areas that have been graded, and limited landscaping. There are no federally protected waters or wetlands, as defined by Section 404 of the Clean Water Act, existing on or in the vicinity of the site. As such, no adverse impacts to wetlands would result from implementation of the proposed project. Further analysis of this issue is not necessary and no mitigation measures would be required.

- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

No Impact. As stated above in Response IV(a), the project site is located in a highly urbanized area and is currently developed with buildings, surface parking areas, undeveloped areas that have been graded, and limited landscaping. Surrounding land uses for the project site consist of the Westfield Topanga Plaza shopping center across Victory Boulevard to the north, the Westfield Promenade shopping center across Erwin Street to the south, and office and other commercial/retail uses across Owensmouth Avenue to the northeast and Topanga Canyon Boulevard to the west. In addition, a gas station is located northwest of the project site at the intersection of Topanga Canyon Boulevard and Victory Boulevard. Residential uses are located to the southeast along Owensmouth Avenue and further to the northwest, west, and southwest behind office, commercial, and retail uses fronting Topanga Canyon Boulevard. Accordingly, there is no established native resident or migratory wildlife corridor existing within or adjacent to the project site. Additionally, there is no body of water existing on or in the immediate vicinity of the project site that serves as natural habitat in which fish could exist. As such, implementation of the project would not have a significant impact on the movement of any native resident or migratory fish or wildlife species or with established native resident or

⁵ City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, Figure BR-1A.

migratory wildlife corridors, nor would the project impede the use of native wildlife nursery sites. Further analysis of this issue is not necessary and no mitigation measures would be required.

- e. **Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?**

Less Than Significant Impact. The City of Los Angeles Protected Tree Ordinance (Chapter IV, Article 6 of the Los Angeles Municipal Code) regulates the relocation or removal of all California native oak trees (excluding scrub oak), California black walnut trees, Western sycamore trees, and California Bay trees of at least four inches in diameter at breast height (DBH). These native tree species are defined as “protected” by the City of Los Angeles. However, native trees that have been planted as part of a tree planting program are exempt from this Ordinance and are not considered “protected”. The Ordinance prohibits, without a permit, the removal of any regulated protected tree including “acts which inflict damage upon root systems or other parts of the tree...” and requires that all regulated protected trees that are removed be replaced on at least a two-to-one basis with trees that are of a protected variety. The City also requires that a report be prepared by a tree expert discussing the subject tree(s), their preservation, effects of the proposed construction, and mitigation measures pursuant to the removal or replacement thereof.

A tree survey was conducted in July 2007 by PCR biologists to determine the number and type of trees on the project site. Details of the methodology and findings of the tree survey can be found in the Tree Survey Report attached as Appendix A to this document. Based on the tree survey conducted for the project site, there are 232 trees on-site, which includes 226 non-native and six native tree species. The non-native trees consist of Crape Myrtle (*Lagerstroemia indica*), London plane trees (*Platanus X hispanica*), red ironbank (*Eucalyptus sideroxlyn*) eucalyptus (*Eucalyptus* sp), cherry trees (*Prunus* sp.), ficus trees (*Ficus* sp), jacaranda (*Jacaranda mimosifolia*), pine trees (*Pinus* sp), olive trees (*Olea europaea*), carrotwood (*cupaniopsis anacardioides*), magnolias (*Magnolia grandiflora*), palms (*Washingtonia robusta*, *Sygarus romanzoffiana*), cedar trees (*Cedrus* sp), yew pine (*podocarpus macrophyllus*), poplar (*Populous*), eastern sycamores (*Plantanus occidentalis*), gold medallion trees (*Cassia leptophylla*), mimosa trees (*Albizia julibrissin*), ash trees (*Fraxinus* sp), lemon gum (*Eucalyptus citriodora*), bottlebrush trees (*Callistemon rigidus*), and crabapple trees (*Malus* sp). In general, most of the trees surveyed were found to be in fair to good condition. The six native trees consist of Western sycamores (*Platanus racemosa*), all of which have been planted in planters or landscaped areas. The proposed project would result in the removal of the majority of the trees on-site, which includes the native Western sycamores. However, as all of the native Western sycamores have been planted, the project would not conflict with the City’s Protected Tree Ordinance. Additionally, some of the on-site trees are located within planters and may be

relocated to another area of the site or to another location off-site. The project would incorporate a landscaping plan that would provide numerous open space areas, including landscaped pedestrian walkways along gardens, open air plazas, and a newly greened Topanga Canyon Boulevard. In accordance with this plan, replacement trees as well as new shrubs and groundcover would be planted on-site in compliance with the City's regulatory requirements. In particular, any Street Trees removed would be replaced in accordance with the City of Los Angeles Street Tree Ordinance. Therefore, the project would not result in a significant impact associated with conflict with any local policies or ordinances regarding protection of biological resources. Further analysis of this issue is not necessary and no mitigation measures would be required.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. As indicated above, the project site is located in a highly urbanized area and does not provide habitat for any sensitive biological resources. As such, the project site is not subject to a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As a result, the project would not result in any impacts associated with conflict with the provisions of any habitat conservation plans. Further analysis of this issue is not necessary and no mitigation measures would be required.

V. CULTURAL RESOURCES

Would the project:

a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?

No Impact. The project site includes several low-rise buildings, the majority of which were developed between 1965 and 1976. A records search was conducted in the vicinity by the South Central Coastal Information Center (SCCIC) at California State University, Fullerton to identify previously recorded prehistoric and historic resources in and around the project site. This search included a review of the California Points of Historical Interest, the California Historical Landmarks, the California Register of Historical Places, the National Register of Historic Places (National Register), the California State Historic Resources Inventory, and the City of Los Angeles Historic-Cultural Monuments Register. This records search as well as a records search for the Warner Center Specific Plan indicate that no locations within the project site boundary are identified as historical resources. The closest identified historic resource is the Canoga Park High School auditorium, located approximately 0.5 miles to the north of the project site at 6850 Topanga Canyon Boulevard. This facility is included on the California Register of

Historic Places, the National Register of Historic Places, and the California Historic Resources Inventory. In addition, a cluster of five buildings located approximately 0.63 miles to the north of the project site at 6927, 6931, 6939, 6941, and 6955 Owensmouth Avenue are included on the California Historic Resources Inventory. Due to the distance between the project site and the nearest historical resources as well as intervening development, no impacts to historical resources would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?

Less Than Significant Impact. As indicated above, records searches were conducted to identify previously documented prehistoric and historic archaeological resources in the project area. The data in those record searches indicates that no prehistoric or historic archaeological sites have been identified within the local area and that no unique or important prehistoric or historic archaeological resources have been encountered within the project vicinity. The project site is located within a highly urbanized area, and the entire site has been subject to disruption over the years. Thus, surficial archaeological resources that may have existed at one time have likely been previously disturbed. As excavation during project construction would only reach 4 feet below ground surface (bgs), the potential of disturbing archaeological resources would be unlikely. Furthermore, if a unique archaeological resource were discovered, work in the area would cease and deposits would be treated in accordance with Federal, State, and local guidelines including those set forth in California Public Resources Code Section 21083.2. In addition, if it is determined that an archaeological site is a historical resource, the provisions of Section 21084.1 of the Public Resources Code and CEQA Guidelines Section 15064.5 would be implemented. As a result, project activities would not disturb, damage, or degrade potential unique archaeological resources or archaeological sites considered historic resources. Further analysis of this issue is not necessary and no mitigation measures would be required.

c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. The Natural History Museum of Los Angeles County conducted a paleontological resources records search in the project area.⁶ Results of the paleontological records search indicate that the closest known vertebrate fossil localities are a mastodon skeleton located west-southwest of the project site off Long Valley Road in Hidden Hills and horse and ground sloth remains located south-southwest of the project site off Mulholland Highway south of Woodland Hills. The project site is underlain by soil and younger Quaternary Alluvium, primarily as fan deposits of clays, sands, and gravels derived from the

⁶ Samuel A. McLeod, Ph.D., *Natural History Museum of Los Angeles County*, March 15, 2007.

surrounding hills. While the uppermost layers of these deposits are unlikely to contain any significant vertebrate fossils, vertebrate materials may be encountered in the deeper layers. However, since excavation during project construction would only reach 4 feet bgs, the potential of disturbing a paleontological resource or geologic feature would be minimal. Furthermore, if any unique paleontological resources or geologic features were discovered, work in the area would cease and deposits would be treated in accordance with City guidelines for identification, evaluation, disclosure, avoidance or recovery, and curation, as appropriate. As a result, project activities would not disturb, damage, or degrade unique paleontological resources or geologic features. Further analysis of this issue is not necessary and no mitigation measures would be required.

d. Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. Based on the cultural resource records search conducted in the project area, there are no known burials or Native American cultural resources within the project vicinity. The site has been previously developed and graded over time. Furthermore, if such resources were encountered during construction excavation and/or grading activities, all work would cease in that area. Any discovery of human remains would be treated in accordance with Section 5097.98 of the Public Resources Code (PRC) and Section 7050.5 of the Health and Safety Code. Thus, impacts associated with the disturbance of human remains are anticipated to be less than significant. Further analysis of this issue is not necessary and no mitigation measures would be required.

VI. GEOLOGY AND SOILS

Would the project:

- a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:**
- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Potentially Significant Impact. Fault rupture is defined as the displacement that occurs along the surface of a fault during an earthquake. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active, potentially active, or inactive. Active faults are those having historically produced earthquakes or shown evidence of movement

within the past 11,000 years (during the Holocene Epoch).^{7,8} Potentially active faults have demonstrated displacement within the last 1.6 million years (during the Pleistocene Epoch), but do not displace Holocene Strata. Inactive faults do not exhibit displacement younger than 1.6 million years before the present. In addition, there are buried thrust faults, which are low angle reverse faults with no surface exposure. Due to their buried nature, the existence of buried thrust faults is usually not known until they produce an earthquake.

The seismically active region of southern California is crossed by numerous active and potentially active faults and is underlain by several blind thrust faults. The CGS establishes regulatory zones around active faults, called Alquist-Priolo Earthquake Fault Zones (formerly Special Study Zones). These zones, which extend from 200 to 500 feet on each side of the known active fault, identify areas where potential surface rupture along an active fault could prove hazardous and identify where special studies are required to characterize hazards to habitable structures. In addition, the City of Los Angeles designates Fault Rupture Study Zones extending along each side of active and potentially active faults to establish areas of hazard potential due to fault rupture.⁹

No active or potentially active faults are known to underlay the site. Accordingly, the project site is not located in an Alquist-Priolo Fault Study Zone or City-designated Fault Rupture Study Zone.¹⁰ In addition, the project site is not located within a State or County designated Earthquake Fault Rupture Hazard Zone for active surface faulting.¹¹ Nonetheless, as the project site is located in the seismically active region of southern California, the project could potentially expose on-site residents, employees, and visitors to fault rupture risks. Therefore, it is recommended that this issue be analyzed further in an EIR.

ii. Strong seismic ground shaking?

Potentially Significant Impact. The United States is classified into four seismic zones, ranging from 1 (low earthquake danger) to 4 (high earthquake danger). All of California lies within Seismic Zone 3 or 4. According to the 2001 California Building Code (CBC), the project site lies in Seismic Zone 4 within the seismically active region of southern California. According to the Geotechnical Report included in Appendix B, there are 44 known active and potentially active faults within 62 miles (100 kilometers) of the project site. Historic earthquakes

⁷ *The California Geological Survey was formerly known as the Division of Mines and Geology of the California Department of Conservation.*

⁸ *California Department of Conservation, California Geologic Survey.*

⁹ *City of Los Angeles General Plan Safety Element, Exhibit A, adopted by the City Council, November 26, 1996.*

¹⁰ *Kleinfelder, Inc., "Report of Geotechnical Feasibility Investigation for West Valley Commercial Development," August 31, 2005, page 7.*

¹¹ *Ibid.*

of moderate to major magnitude that have occurred in the region include the 6.7 magnitude Northridge Earthquake on January 17, 1994, the 7.1 magnitude Hector Mine Earthquake on October 16, 1999, and the 6.4 magnitude Big Bear Earthquake on June 28, 1992. Due to the presence of nearby faults, including the Malibu Coast Fault and the Northridge Fault, the project could be subject to strong ground shaking during a seismic event, as with any development in the southern California region. Therefore, it is recommended that seismic ground shaking be analyzed further in an EIR.

iii. Seismic-related ground failure, including liquefaction?

Potentially Significant Impact. Liquefaction is a form of earthquake-induced ground failure that occurs primarily in relatively shallow, loose, granular, water-saturated soils. Liquefaction can occur when these types of soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Shallow groundwater table, the presence of loose to medium dense sand and silty sand, and a long duration and high acceleration of seismic shaking are factors that contribute to the potential for liquefaction. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials.

The project site is located within a designated liquefaction potential hazard area as defined by the CGS and the City.¹² According to the Geotechnical Report prepared for the project, the project site is generally underlain by alluvial deposits comprised of alternating layers of sandy clay, clayey silt, and occasionally silty sand and sand. A layer of artificial fill comprised of sandy clay was also encountered to a depth of approximately 3 feet below the existing grade. Very soft and potentially highly compressible layers of clay and silt are also present under the project site at depths ranging between 15 and 20 feet. In addition, some localized, relatively thin layers of loose to medium dense silty sand which may liquefy during a seismic event underlay the project site. Based on borings taken within the project site, groundwater is present at a depth of approximately 17 feet bgs.¹³ The highest historical groundwater level reported for the area is approximately 10 feet bgs. According to the Geotechnical Report, based on the geologic materials encountered during the geotechnical investigation of the project site and the reported historical high groundwater depth, the liquefaction hazard at the site is considered low to moderate. Due to the potential for liquefaction risks to occur on the project site, it is recommended that potential impacts associated with liquefaction be analyzed further in an EIR.

¹² City of Los Angeles General Plan Framework Draft EIR, Figure GS-11, January 19, 1995.

¹³ Kleinfelder, Inc., "Report of Geotechnical Feasibility Investigation for West Valley Commercial Development," August 31, 2005, page 7.

iv. Landslides?

No Impact. Landslides generally occur in loosely consolidated, wet soil and/or rock on steep sloping terrain. The project site is relatively flat and graded to drain to the north and northeast and is located in a relatively flat area where landslides and other forms of natural slope instability do not represent a significant hazard on the site.¹⁴ In addition, the project site is not located within a State designated Seismic Hazard Zone for Earthquake-Induced Landslides or a City Landslide Inventory Area.¹⁵ Further analysis of this issue is not necessary and no mitigation measures would be required.

b. Result in substantial soil erosion or the loss of topsoil?

Potentially Significant Impact. As part of the proposed project, it is anticipated that up to 70,000 cubic yards of soil would be excavated, the majority of which would be exported off-site. Construction activities associated with the project have the potential to result in minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. In addition, the change in on-site drainage patterns resulting from the proposed project could also result in limited soil erosion. Thus, it is recommended that the potential for soil erosion resulting from construction and operation of the project be analyzed further in an EIR.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Potentially Significant Impact. As discussed above in Responses VI(a)iii. and VI(a)iv., the project site is not susceptible to landslides.

The project site is generally underlain by alluvial deposits comprised of alternating layers of sandy clay, clayey silt, and occasionally silty sand and sand. A layer of artificial fill comprised of sandy clay was also encountered to a depth of approximately 3 feet below the existing grade. Very soft and potentially highly compressible layers of clay and silt are also present under the project site at depths ranging between 15 and 20 feet bgs.¹⁶ As discussed above in Response VI(a)iv., the project site is located in a designated liquefaction potential hazard area

¹⁴ Kleinfelder, Inc., "Report of Geotechnical Feasibility Investigation for West Valley Commercial Development," August 31, 2005, page 7.

¹⁵ City of Los Angeles General Plan Framework Draft EIR, Figure GS-4, January 19, 1995.

¹⁶ Kleinfelder, Inc., "Report of Geotechnical Feasibility Investigation for West Valley Commercial Development," August 31, 2005, page 7.

as defined by the CGS and the City. Therefore, it is recommended that potential impacts related to liquefaction be analyzed further in an EIR.

Based on the Geotechnical Report provided in Appendix B, there are some localized, relatively thin layers of loose to medium dense silty sand under the project site that may liquefy during a seismic event, causing differential settlement of up to 1 inch across the site. Therefore, it is recommended that potential impacts related to an unstable geologic unit and soils be analyzed further in an EIR.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Potentially Significant Impact. Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated cycles of wetting and drying. The project site is generally underlain by alluvial deposits comprised of alternating layers of sandy clay, clayey silt, and occasionally silty sand and sand. A layer of artificial fill comprised of sandy clay was also encountered to a depth of approximately 3 feet below the existing grade. Very soft and potentially highly compressible layers of clay and silt are also present under the project site at depths ranging between 15 and 20 feet bgs.¹⁷ The clayey soils beneath the site indicate a low expansion potential. Nonetheless, it is recommended that this issue be analyzed further in an EIR.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The project site is located in an area served by existing sewer infrastructure, and thus, the proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. As such, no impacts would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

¹⁷ Kleinfelder, Inc., "Report of Geotechnical Feasibility Investigation for West Valley Commercial Development," August 31, 2005, page 7.

VII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- a. **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Less Than Significant Impact. The type and amount of hazardous materials to be used for the project would be typical of those used for residential and commercial developments. Specifically, operation of the commercial uses would involve the use and storage of small quantities of potentially hazardous materials in the form of cleaning solvents, painting supplies, pesticides for landscaping, and petroleum products. The proposed residential uses would involve the limited use of household cleaning solvents and pesticides for landscaping. Construction of the project would also involve the temporary use of potentially hazardous materials, including paints, solvents, vehicle fuels, oils, and transmission fluids. However, all potentially hazardous materials would be contained, used, and disposed of in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Any associated risk would be adequately reduced to a less than significant level through compliance with these standards and regulations. As such, construction and operation of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Further analysis of this issue is not necessary and no mitigation measures would be required.

- b. **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Potentially Significant Unless Mitigation Incorporated. According to the Phase I Environmental Site Assessment for the project site, which is included as Appendix C, there are no aboveground storage tanks (ASTs) or underground storage tanks (USTs) located within the project site.¹⁸

Lead is a naturally occurring element and heavy metal that can cause adverse health effects, especially on children. Lead was widely used as a major ingredient in most interior and exterior oil-based paints prior to 1950. Based on the age of the existing buildings, it is likely that lead based paint is present in many of the buildings. Demolition of the existing buildings on the site could result in the accidental exposure of workers to lead. Therefore, the following

¹⁸ *Sigma Engineering, Inc., Phase I Environmental Site Assessment for the West Valley Center, June 15, 2007.*

mitigation measure shall be implemented to reduce potentially hazardous impacts associated with lead based paint to less than significant levels:

- Prior to issuance of demolition permits, the Applicant shall submit verification to the City of Los Angeles Department of Building and Safety that a lead based paint survey has been conducted within the existing buildings to be modified or demolished. If lead based paint is found, the Applicant shall follow all procedural requirements and regulations, including California Code of Regulations, Title 8, Section 1532.1, for proper removal and disposal of the lead based paint.

Another hazardous substance of concern on-site is asbestos, which is made up of microscopic fibers. Asbestos containing materials (ACM) has been widely used historically in the building industry for a variety of uses, including acoustic and thermal insulation and fireproofing. Despite its useful qualities, asbestos is associated with lung diseases caused by inhalation of airborne asbestos fibers. Asbestos becomes a hazard if the fibers separate and become airborne. Demolition of the existing buildings on the site could result in the accidental exposure of workers to ACM. However, if ACM is found to be present prior to demolition, it would be removed in compliance with South Coast Air Quality Management District's (SCAQMD) Rule 1403 as well as all other State and Federal rules and regulations. Therefore, with compliance with Rule 1403, potentially hazardous impacts associated with ACM would be reduced to less than significant. Thus, further analysis of this issue is not necessary and no mitigation measures would be required.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. There are no existing or proposed schools located within one-quarter mile of the project site. The closest school to the project site is the Hamlin Elementary School, located approximately 0.45 mile to the northwest of the site. As discussed above, construction and operation of the project would not create a significant hazard to the public or the environment associated with the routine transport, use, or disposal of hazardous materials. According to the Phase I Environmental Site Assessment, there are no ASTs or USTs located within the project site and there are no other recognized environmental conditions within the site. Further analysis of this issue is not necessary and no mitigation measures would be required.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact. Of the eight buildings located on the project site, one is listed on the HAZNET database and two are listed on the SCAQMD EMI database. Specifically, the office building located at 6351 Owensmouth Avenue is included on the HAZNET database as a generator of hazardous waste due to the generation of oil-containing waste that is sent to a recycling facility. However, since the hazardous waste is collected and sent to a recycling facility, it is unlikely to have created an environmental concern for the project site.¹⁹ Coco's Restaurant, located at 21844 Victory Boulevard, and Yankee Doodles Restaurant, (formerly Reuben's #73, Grace Restaurant), located at 21870 Victory Boulevard, are listed on the SCAQMD EMI database for carbon monoxide emissions (from restaurant cooking uses). Since the only release from both facilities is to the air, it is unlikely that they have created an environmental concern for the site.²⁰ Prior to being developed with existing commercial and retail uses, the project site was previously agricultural land. Based on the Phase I Environmental Site Assessment performed for the project site, these historical uses do not appear to have impacted the site.²¹ Therefore, the project would not result in significant impacts associated with being listed as a hazardous materials site.

The following locations within the vicinity of the project site have also been identified on various lists of hazardous materials sites:

- The Tishman Warner Center, located approximately 100 feet southeast and cross gradient of the site at 6301 Owensmouth Avenue, is listed on the HAZNET, EMI, UST, SWEEPS, CA FID, and Historical UST databases. This facility has a 1,000 gallon UST containing diesel and generates both waste oil and mixed oil. This facility is listed on the SCAQMD EMI database for carbon monoxide emissions. Besides air emissions, no other documented release from this site has occurred and thus is unlikely to have created an environmental concern for the site;²²
- Rockwell International Corporation, located approximately 100 feet northeast and downgradient of the project site at 21601 Victory Boulevard (currently Best Buy Electronics store), is listed on the Spills, Leaks, Investigations, and Cleanup (SLIC) database. However, based on the downgradient location of this facility to the project

¹⁹ *Sigma Engineering, Inc., Phase I Environmental Site Assessment for the West Valley Center, June 15, 2007.*

²⁰ *Ibid.*

²¹ *Ibid, page 15.*

²² *Sigma Engineering, Inc., Phase I Environmental Site Assessment for the West Valley Center, June 15, 2007, page 13.*

site and its “case closed” status, this facility is unlikely to have created an environmental concern for the project site;²³

- Exxon Mobil/Berge Matossian, located approximately 100 feet northwest and upgradient of the project site at 6423 Topanga Canyon Boulevard, is listed in the LUST, CA FID UST, CHMIRS, Historical UST, UST, and RCRIS-LQG databases. According to the LUST listings, approximately 80 gallons of gasoline was spilled above ground in August 2000 due to a customer colliding with a fuel dispenser island. The Los Angeles Regional Water Quality Control Board (RWQCB) is currently overseeing cleanup and groundwater monitoring. Based on the remedial action and groundwater monitoring being conducted under agency oversight, this facility is unlikely to have created an environmental concern for the project site;²⁴
- Montgomery Wards Auto Service, formerly located to the north and cross gradient of the project site at 6601 Owensmouth Avenue and 21711 Victory Boulevard, is listed on the RCIS-SQG, FINDS, and HAZNET databases. According to the listings, soil and groundwater were impacted by a release of gasoline, diesel, and solvents from eight former USTs and two dispenser stations that were removed around 1985. Remediation of soil and groundwater was completed and the case was closed by the overseeing agency in 1997. As part of a previous Phase I ESA dated January 26, 1999, a review of Los Angeles City Fire Department files pertaining to the Montgomery Wards facility was conducted. Based on the information obtained during that review, the groundwater contamination migrated toward the northeast, away from the project site. Based on the cross gradient location of the facility in relation to the proposed project, its “case closed” status, and the lack of evidence to suggest that this facility impacted the project site, this facility is unlikely to have created an environmental concern for the project site;²⁵
- Tic Toc Cleaners, located approximately 100 feet west and up gradient of the project site at 6215 Topanga Canyon Boulevard, is listed in the RCRA-SQG, FINDS, HAZNET, and CLEANERS databases as a generator of hazardous waste. However, since hazardous wastes generated on-site are collected and sent to an off-site disposal facility and no violations are listed in the databases, this facility is unlikely to have created an environmental concern for the project site;²⁶

²³ *Ibid.*

²⁴ *Ibid*, page 14.

²⁵ *Ibid.*

²⁶ *Sigma Engineering, Inc., Phase I Environmental Site Assessment for the West Valley Center, June 15, 2007, page 14.*

- Numerous other facilities located to the west of the project site are listed on the HAZNET database as generators of hazardous waste. However, since hazardous wastes generated on-site are collected and sent to an off-site disposal facility, it is unlikely that any of these facilities have created an environmental concern for the project site.²⁷

Based on the Phase I Environmental Site Assessment performed for the project site, the facilities on and around the project site that are listed on hazardous materials databases do not appear to have impacted the site. Further analysis of this issue is not necessary and no mitigation measures would be required.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. The project site is not located within a planning area covered by the Los Angeles County Airport Land Use Plan or within two miles of an airport.²⁸ In addition, the project site is not located within an airport hazard area as designated by the City of Los Angeles. The closest airport to the project site is the Van Nuys Airport, located approximately 6.8 miles northeast of the project site. Therefore, implementation of the proposed project would not result in a significant safety hazard for people residing or working in the project area. Further analysis of this issue is not necessary and no mitigation measures would be required.

- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?**

No Impact. There are no private airstrips in the vicinity of the project site, and the site is not located within a designated airport hazard area. Therefore, the proposed project would not result in airport-related safety hazards for the people residing or working in the area. Further analysis of this issue is not necessary and no mitigation measures would be required.

- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

Potentially Significant Impact. Immediate access to the project vicinity is provided via Victory Boulevard to the north, Owensmouth Avenue to the east, Erwin Street to the south, and Topanga Canyon Boulevard to the west. In addition, Sherman Way is located to the north of the

²⁷ *Ibid.*

²⁸ Los Angeles County Airport Land Use Commission, Van Nuys Airport Land Use Area, http://planning.co.la.ca.us/doc/aluc/ALUC_VanNuys.pdf.

project site and Interstate Highway 101 is to the south. Topanga Canyon Boulevard, Sherman Way, and Interstate Highway 101 are designated disaster routes in the Safety Element of the City of Los Angeles' General Plan Framework.²⁹ While it is expected that the majority of construction activities for the project would be confined on-site, short-term construction activities may temporarily affect access on portions of the adjacent street rights-of-way during periods of the day. In addition, the project would generate traffic in the project vicinity and would result in some modifications to access from the streets that surround the site. Therefore, it is recommended that this issue be analyzed further in the Traffic and Circulation section of an EIR with feasible mitigation measures incorporated as necessary.

h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The project site is located in the highly urbanized Warner Center area and is not near any wildlands. Furthermore, the project site is not designated as a wildfire hazard area by the City.³⁰ Therefore, the project would not subject people or structures to a significant risk of loss, injury, or death as a result of exposure to wildland fires. Further analysis of this issue is not necessary and no mitigation measures would be required.

VIII. HYDROLOGY AND WATER QUALITY

Would the project:

a. Violate any water quality standards or waste discharge requirements?

Potentially Significant Impact. Construction of the project would require earthwork activities, including excavation and grading of the site. During precipitation events in particular, construction activities associated with the project would have the potential to result in minor soil erosion during grading and soil stockpiling, subsequent siltation, and conveyance of other pollutants into municipal storm drains. In addition, given the change in on-site drainage patterns resulting from the new uses and improvements proposed as part of the project, associated water quality impacts could occur. Thus, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of

²⁹ City of Los Angeles Department of City Planning, *Safety Element of the General Plan, Exhibit H: "Critical Facilities and Lifeline Systems."* November 1996.

³⁰ City of Los Angeles Department of City Planning, *Safety Element of the General Plan, Exhibit D: "Selected Wildfire Hazard Areas."* November 1996.

the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?

Less Than Significant Impact. The project site is located in the San Fernando Groundwater Basin, which annually provides the City with 87,000 acre-feet of water.³¹ In addition, the San Fernando Groundwater Basin provides over 80 percent of the City's groundwater supply and is the primary source of local groundwater for the City.³² Groundwater levels in the City of Los Angeles are maintained through an active process via spreading grounds and recharge basins. Although open spaces do allow for seepage of water into smaller unconfined aquifers, the larger groundwater sources within the City of Los Angeles are actively recharged and supply the City with approximately 15 percent of its water supply and nearly 30 percent of its total supply in drought years.³³ Within the San Fernando Groundwater Basin, groundwater recharge occurs primarily through captured stormwater and imported water. Groundwater use is regulated by the City of Los Angeles, and most private wells have been capped and/or abandoned within the City boundary.

The groundwater table beneath the site is approximately 17 feet bgs with a highest historical groundwater level of approximately 10 feet bgs. Excavation during project construction is expected to reach up to 4 feet bgs, and thus would not be expected to encounter groundwater.

The project site is currently developed with buildings, surface parking areas, undeveloped areas that have been graded, and limited landscaping. The project would replace much of the existing impervious areas with new impervious areas and would incorporate additional landscaping on-site. Thus, the amount of impervious surface area on-site would not measurably change, and groundwater recharge in the area would not be substantially affected. Thus, construction and operation of the project would not substantially deplete groundwater supplies or result in a substantial net deficit in the aquifer volume or lowering of the local groundwater table. Further analysis of this issue is not necessary and no mitigation measures would be required.

³¹ City of Los Angeles Department of Water and Power, 2005 Urban Water Management Plan, available at <http://www.ladwp.com/ladwp/cms/ladwp007157.pdf>, accessed June 18, 2007.

³² *Ibid.*

³³ *Ibid.*

- c. **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

Potentially Significant Impact. The site is relatively flat and is currently developed with buildings, surface parking areas, undeveloped areas that have been graded, and limited landscaping. The project would alter existing drainage patterns within the site. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

- d. **Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?**

Potentially Significant Impact. As stated in Response VIII(c), the site is relatively flat and is currently developed with buildings, surface parking areas, undeveloped areas that have been graded, and limited landscaping. The project would alter existing drainage patterns. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

- e. **Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

Potentially Significant Impact. As discussed in Response VIII(c), existing drainage patterns within the site would be altered. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

- f. **Otherwise substantially degrade water quality?**

Potentially Significant Impact. As indicated above, the project would replace existing buildings and paved areas with new structures, paving, and landscaping. As such, soil erosion and loss of topsoil are anticipated to be minimal. In addition, the project would implement appropriate Best Management Practices (BMPs) during construction to address soil erosion during storm water events and watering activities. However, given the change in on-site drainage patterns resulting from the proposed project, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The project site is not located within a delineated flood zone as mapped by the Federal Emergency Management Agency (FEMA) or within a 100- or 500-year flood hazard zone as mapped by the City of Los Angeles.^{34,35} Therefore, the project would not place housing within a 100-year flood plain as mapped on a Federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map. Further analysis of this issue is not necessary and no mitigation measures would be required.

h. Place within a 100-year flood plain structures which would impede or redirect flood flows?

No Impact. As stated above in Response VIII(g), the project site is not located within a FEMA or City of Los Angeles designated 100-year flood plain. Therefore, the project would not place structures within a 100-year flood plain, which would impede or redirect flood flows. Further analysis of this issue is not necessary and no mitigation measures would be required.

i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. As stated above in Response VIII(g), the project site is not located within a FEMA or City of Los Angeles designated 100- or 500-year flood plain. Additionally, according to the City of Los Angeles General Plan Framework, the project area is not mapped as a potential inundation area that may result from failure of a levee or dam.³⁶ Therefore, the location of the project would not expose people or structures to a significant risk of loss, injury or death involving flooding. Further analysis of this issue is not necessary and no mitigation measures would be required.

j. Inundation by seiche, tsunami, or mudflow?

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as

³⁴ Kleinfelder, Inc., "Report of Geotechnical Feasibility Investigation for West Valley Commercial Development," August 31, 2005, page 6.

³⁵ City of Los Angeles Department of City Planning, Safety Element of the General Plan, Exhibit F: "100-Year and 500-Year Flood Plains." November 1996.

³⁶ City of Los Angeles Department of City Planning, Safety Element of the General Plan, Exhibit G: "Inundation & Tsunami Hazard Areas." November 1996.

tectonic displacement of a sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

The project site is relatively distant from the ocean; is not in the vicinity of a reservoir, harbor, lake, or storage tank capable of creating a seiche; and is not positioned downslope from an area of potential mudflow. Accordingly, the project site is not mapped as an inundation or tsunami hazard area by the City of Los Angeles.³⁷ Therefore, no impacts from these events are expected. Further analysis of this issue is not necessary and no mitigation measures would be required.

IX. LAND USE AND PLANNING

Would the project:

a. Physically divide an established community?

Potentially Significant Impact. The project site is located within the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area of the City and, more specifically, in the Warner Center Specific Plan area. Existing land uses on-site consist entirely of commercial, restaurant, and office uses. Land uses surrounding the project site include the Westfield Topanga Plaza shopping center across Victory Boulevard to the north, the Westfield Promenade shopping center across Erwin Street to the south, and office and other commercial/retail uses across Owensmouth Avenue to the northeast and Topanga Canyon Boulevard to the west. In addition, a gas station is located northwest of the project site at the intersection of Topanga Canyon Boulevard and Victory Boulevard. Residential uses are located to the southeast along Owensmouth Avenue and further to the northwest, west, and southwest behind office, commercial, and retail uses fronting Topanga Canyon Boulevard. Given the mix of uses in the project vicinity, the proposed mixed-use project would not be expected to physically divide an established community. Nonetheless, it is recommended that this issue be analyzed further in an EIR.

b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. The site encompasses two zoning designations, as follows: (WC)C2-165/1.5 throughout most of the project site along Topanga Canyon Boulevard,

³⁷ City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995, Figure GS-7.

Victory Boulevard, and Owensmouth Avenue; and (WC)C4-165/1.5 for the small southern portion of the site along Erwin Street. The entire project site is designated for Regional Commercial uses within the City of Los Angeles General Plan Framework and Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan. The site is also located within the Warner Center Specific Plan area. The Community Plan and Specific Plan each contain policies that are applicable to development of the project. In addition, on a regional level, SCAG's Regional Comprehensive Plan and Guide (RCPG), Metro's Congestion Management Plan (CMP), and the SCAQMD's AQMP would apply. In recognition of the importance of land use planning to the City, it is recommended that this issue be analyzed further in an EIR.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The project site is located within the highly urbanized Warner Center area of the San Fernando Valley. No habitat conservation plan or natural community conservation plan apply to the project site or project area. As such, the project would not conflict with any habitat conservation plans. Further analysis of this issue is not necessary and no mitigation measures would be required.

X. MINERAL RESOURCES

Would the project:

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**
- b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

No Impact (a and b). No mineral extraction operations occur on the site or in the nearby vicinity. The project site is located within a highly urbanized area of the City of Los Angeles and has been previously disturbed by development. As such, the potential for mineral resources to occur on-site is low. Furthermore, the project site is not located within a City-designated Mineral Resource Zone where significant mineral deposits are known to be present or within a mineral producing area as classified by the CGS.^{38,39} The project would not result in impacts to mineral resources or a mineral resource recovery site. Further analysis of this issue is not necessary and no mitigation measures would be required.

³⁸ *City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan Framework, Draft Environmental Impact Report, January 19, 1995. Figure GS-1.*

³⁹ *State of California Department of Conservation, California Geologic Survey, Map of California Principal Mineral-Producing Localities 1990-2000*

XI. NOISE

Would the project:

- a. **Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Potentially Significant Impact. On-site noise sources for the existing uses include the loading/unloading of trucks, vehicles entering and exiting the site, and general occupancy of the site. Off-site noise sources in the project vicinity consist of traffic along nearby roadways such as Victory Boulevard, Topanga Canyon Boulevard, Erwin Street, and Owensmouth Avenue.

The proposed project could potentially expose nearby residential and other sensitive uses to noise levels above established noise standards. During construction of the project, noise would be generated on a short-term basis from heavy equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) and construction activities (e.g., site grading and preparation, hammering, etc.). In addition, operation of the project may increase existing noise levels on a long term basis as a result of project-related traffic, on-site mechanical equipment such as HVAC systems, loading/unloading of trucks, waste disposal activities, and residents entering and exiting the project site. Therefore, it is recommended that this issue be analyzed further in an EIR.

- b. **Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?**

Potentially Significant Impact. Construction of the proposed project may generate groundborne noise and vibration. Groundborne noise and vibration could occur due to site grading, clearing activities, and construction truck travel. As such, the project would have the potential to expose people to or generate excessive groundborne vibration and noise levels during short-term construction activities. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

The project's proposed commercial and residential uses would not generate groundborne noise or vibration at levels beyond those that currently exist. As such, operation of the project would not expose people to excessive groundborne vibration or noise. Further analysis of operational groundborne vibration or groundborne noise is not necessary and no mitigation measures would be required.

- c. **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

Potentially Significant Impact. As discussed above Response XI(a), operation of the project could increase existing ambient noise levels on a long term basis due to project-generated traffic, on-site mechanical equipment such as HVAC systems, loading/unloading of trucks, waste disposal activities, and residents entering and exiting the project site. Therefore, it is recommended that this issue be analyzed further in an EIR.

- d. **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

Potentially Significant Impact. As discussed above in Response XI(a), construction of the project could increase existing ambient noise levels on a short term basis due to the use of heavy equipment and other construction activities. Therefore, it is recommended that the project's potential to exceed ambient noise levels be analyzed further in an.

- e. **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. The project site is not located within a planning area covered by the Los Angeles County Airport Land Use Plan nor is the site within two miles of a public or public use airport.⁴⁰ The closest airport to the project site is the Van Nuys Airport, located approximately 6.8 miles northeast of the project site. Thus, the proposed project would not expose people to excessive noise levels from airport operations. Further analysis of this issue is not necessary and no mitigation measures would be required.

- f. **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

No Impact. As discussed in Response VII(f), the project site is not located in the vicinity of a private airstrip. Therefore, the proposed project would not expose people to excessive noise levels associated with the operation of a private airstrip. Further analysis of this issue is not necessary and no mitigation measures would be required.

⁴⁰ Van Nuys Airport Influence Area, http://planning.co.la.ca.us/doc/aluc/ALUC_VanNuys.pdf, accessed September 25, 2007

XII. POPULATION AND HOUSING

Would the project:

- a. **Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

Less Than Significant Impact. The project site is located in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan area. The Los Angeles Department of City Planning's Demographic Research Unit estimates that, in 2005, the Community Plan area had a population of 175,747 residents and 62,174 households, resulting in an average household size of 2.83. Furthermore, the Community Plan estimates that in 2010, the population would increase to 191,892 residents and the number of households would grow to 69,079, which would represent an average household size of 2.78. In addition, based on SCAG's 2004 Regional Transportation Plan (RTP), the Community Plan's population would increase to 198,748 and the number of households would increase to 69,738 in 2015, for an average household size of 2.85.

Conservatively applying the estimated 2015 average household size of 2.85, the proposed project's 360 residential units would generate a total of approximately 1,026 residents. The estimated population and housing units generated by the project would represent approximately 4.46 percent and 4.76 percent, respectively, of the population and housing growth forecasted between 2005 and 2015 for the area. Thus, the project's proposed residential units and the population generated by the project would be well within the established forecasts for the Community Plan area. Additionally, as stated in many adopted regional and local planning documents, including the City of Los Angeles General Plan Housing Element, the City is in need of new dwelling units to meet the housing demand of the current population and the future population. In providing 360 new residential units, the project would support regional and local goals to address housing need.

Furthermore, the project is located in an area already served by existing infrastructure (i.e., roadways, utility lines, etc.). The project would include infrastructure connections and minor improvements to accommodate project residents and improvements, but new infrastructure that could indirectly induce substantial population growth is not proposed. Therefore, the project's impacts regarding population growth would be less than significant. Further analysis of this issue is not necessary and no mitigation measures would be required.

b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?

No Impact. The project site is currently developed with buildings, surface parking areas, undeveloped areas that have been graded, and limited landscaping. No housing or any other residential uses exist on the project site and, thus, implementation of the project would not displace existing housing. No impacts would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?

No Impact. As discussed above, the project site is currently developed with buildings, surface parking areas, undeveloped areas that have been graded, and limited landscaping. No housing or any other residential uses exists on the project site and, thus, implementation of the project would not displace people. No impacts would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

XIII. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a. Fire protection?

Potentially Significant Impact. Fire protection services for the project site are provided by the Los Angeles Fire Department (LAFD). The closest fire station to the site is Fire Station No. 72, located at 6811 De Soto Avenue in Canoga Park.⁴¹ The project would develop new commercial and residential uses and, consequently, would result in an increase in the daytime population (i.e., patrons, visitors, employees) and residential population for the project area. As such, the demand for fire protection services may potentially increase. Therefore, it is recommended that this issue be analyzed further in an EIR.

⁴¹ City of Los Angeles Department of City Planning, Zoning Information and Map Access System (ZIMAS), <http://zimas.lacity.org/>; accessed July 2, 2007.

b. Police protection?

Potentially Significant Impact. Police protection services for the project site are provided by the Los Angeles Police Department (LAPD). The LAPD Valley Bureau's West Valley Police Station located at 19020 Vanowen Street in Reseda is the closest police station to the site.⁴² The project would develop new commercial and residential uses, and consequently, would result in an increase in daytime population (i.e., patrons, visitors, employees) and residential population for the project area. While the proposed project would incorporate security features such as on-site security personnel, the demand for police protection services may potentially increase. Therefore, it is recommended that this issue be analyzed further in an EIR.

c. Schools?

Potentially Significant Impact. The project site is located within the school district boundaries of the Los Angeles Unified School District (LAUSD). The LAUSD is further divided into eight local districts. The site is located in District 1.⁴³ As analyzed above in Response XII(a), the proposed project would result in approximately 1,026 new residents, which would directly generate students to the LAUSD. Furthermore, the project's proposed commercial uses (i.e., retail, restaurant, hotel, office, and community/cultural space) would also likely indirectly generate students. Project-generated students would potentially create a demand for additional LAUSD classroom space and facilities. Therefore, it is recommended that this issue be analyzed further in an EIR.

d. Parks?

Potentially Significant Impact. Parks and recreational facilities in the project site vicinity are primarily operated and maintained by the Los Angeles Department of Recreation and Parks (LADRP). Nearby parks and recreational facilities within a two-mile radius of the site include Shadow Ranch Park and Recreation Center in West Hills, Warner Ranch Park in Canoga Park, and the Woodland Hills Recreation in Woodland Hills.⁴⁴

As discussed above in Response XII(a), the proposed project would result in approximately 1,026 residents, who would generate a demand for parks and recreational facilities. The proposed project would provide on-site recreational amenities for its residents that may include a fitness center, swimming pool, and jacuzzi; a community room, reading room, game room (e.g., billiards, ping pong, card tables, etc.), and home theater media room.

⁴² City of Los Angeles Department of City Planning, *Zoning Information and Map Access System (ZIMAS)*, <http://zimas.lacity.org/>; accessed July 2, 2007.

⁴³ Navigate LA, <http://navigatela.lacity.org/index01.htm>; accessed July 2, 2007.

⁴⁴ Los Angeles Department of Recreation and Parks Facilities Locator, online at <http://www.laparks.org/locator.htm>; accessed July 2, 2007.

Additionally, the project would also include landscaped pedestrian walkways along gardens, open air plazas, and a newly greened Topanga Canyon Boulevard. The provision of on-site residential amenities and open space would reduce the demand for nearby parks and recreational facilities. Nonetheless, the project's estimated 1,026 new residents are anticipated to utilize off-site park facilities provided by LADRP. Therefore, it is recommended that this issue be analyzed further in an EIR.

e. Other governmental services (including roads)?

Potentially Significant Impact. Library services for the project site are provided by the Los Angeles Public Library (LAPL). The closest library to the site is the Woodland Hills Branch Library, located at 22200 Ventura Boulevard.⁴⁵ Additionally, the Canoga Park Branch Library, West Valley Branch Library, and Platt Branch Libraries are located nearby. As discussed above, the proposed project would result in approximately 1,026 residents, which would generate a demand for library services. Therefore, it is recommended that potential impacts on library facilities be analyzed further in an EIR

During development and operation of the project, other governmental services, including roads, would continue to be utilized. Patrons, visitors, employees, and residents would use the existing road network, without the need for new roadways to service the project site. As discussed below in Section XV (Transportation/Circulation), the project could result in an increase in the number of vehicle trips attributable to the project site. However, the additional use of roadways would not be excessive and would not necessitate the upkeep of such facilities beyond normal requirements. Therefore, the project would result in a less than significant impact on other governmental services. Further analysis of this issue is not necessary and no mitigation measures would be required.

XIV. RECREATION

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Potentially Significant Impact. As discussed earlier in Response XIII(d), the project would result in approximately 1,026 new residents, which would potentially generate a demand for off-site parks and recreational facilities. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

⁴⁵ Los Angeles Public Library, Library Locator, online at <http://www.lapl.org/about/zipcodemaps.html>; accessed July 2, 2007.

- b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

Potentially Significant Impact. The proposed project would provide on-site recreational facilities for its residents that may include a fitness center, swimming pool, and jacuzzi; a community room, reading room, game room (e.g., billiards, ping pong, card tables, etc.), and home theater media room. Additionally, the project would also feature open space areas that would include landscaped pedestrian walkways along gardens, open air plazas, and a newly greened Topanga Canyon Boulevard. Nonetheless, as discussed in Response XIII(d), the project would result in an estimated 1,026 new residents, which may potentially increase the demand for off-site parks and recreational facilities. Therefore, it is recommended that this issue be analyzed further in an EIR.

XV. TRANSPORTATION/CIRCULATION

Would the project:

- a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to ratio capacity on roads, or congestion at intersections)?**

Potentially Significant Impact. The proposed project consists of the development of a mix of retail uses, office uses, restaurant uses, community/cultural space, 360 residential units, and a 300-room hotel. Although the proposed project would result in the removal of existing uses, the net increase in development would increase traffic within the project vicinity. Thus, operation of the project could adversely affect the existing capacity of the street system or exceed an established level of service (LOS) standard.

Construction of the project would also result in construction-related truck trips and worker vehicle trips. Thus, traffic impacts during construction could also adversely affect the street system. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

- b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?**

Potentially Significant Impact. The Metropolitan Transportation Authority (Metro) administers the CMP, a state mandated program designed to address the impacts urban

congestion has on local communities and the region as a whole. The CMP provides an analytical basis for the transportation decisions contained in the State Transportation Improvement Project. The CMP for Los Angeles County requires an analysis where a proposed project could add 50 or more trips to any CMP intersection or more than 150 trips to a CMP mainline freeway location in either direction, during either AM or PM weekday peak hours. Implementation of the proposed project would generate additional vehicle trips, which could potentially add more than 50 trips to a CMP roadway intersection or more than 150 trips to a CMP freeway segment. Thus, the project could exceed a level of service standards for CMP intersections or CMP freeway segments. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The project site is not located in the vicinity of a public or private airport. The nearest airport, the Van Nuys Airport, is approximately 6.8 miles away to the northeast. Furthermore, the project does not propose any uses that would change air traffic patterns, generate air traffic, or interfere with existing air traffic. As such, no safety risks associated with a change in air traffic patterns would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The project does not propose the construction of any hazardous design features, including sharp curves or dangerous intersections, nor are there any dangerous features existing on-site or off-site. Furthermore, the project does not propose any hazardous or incompatible uses. Since the project would not include any hazardous design features or incompatible uses, no impacts would occur. Further analysis of this issue is not necessary and no mitigation measures would be required.

e. Result in inadequate emergency access?

Potentially Significant Impact. As discussed above in Response VII(g), immediate access to the project site is provided via Victory Boulevard to the north, Owensmouth Avenue to the east, Erwin Street to the south, and Topanga Canyon Boulevard to the west. In addition, Sherman Way is located to the north of the project site and Interstate Highway 101 is to the south. Topanga Canyon Boulevard, Sherman Way, and Interstate Highway 101 are designated disaster routes in the Safety Element of the City of Los Angeles' General Plan Framework. While it is expected that construction activities for the project would primarily be confined on-

site, short-term construction activities associated with utility connections and street improvements may temporarily affect access on adjacent street rights-of-way at certain periods of the day. Thus, emergency access could be adversely affected during project construction. In addition, while the project is expected to provide adequate emergency access and to comply with LAFD access requirements, existing site access would be modified. Furthermore, project-generated traffic could potentially affect emergency access during project operation. Therefore, it is recommended that this issue be analyzed further in an EIR.

f. Result in inadequate parking capacity?

Potentially Significant Impact. The proposed project would provide ground level parking with a mezzanine level that form a podium as well as surface parking areas and several multi-level parking structures. At least 4,650 parking spaces would be provided on-site at project buildout. While the on-site parking supply is anticipated to meet project parking demand, it is recommended that the adequacy of on-site parking relative to forecasted typical peak parking demand and compliance with the Los Angeles Municipal Code (LAMC) parking requirements be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Potentially Significant Impact. The project site is well served by alternative transportation. Metro, LADOT, and other transit agencies operate several bus routes within the area. In particular, Metro's Orange Line (which provides rapid bus service from Warner Center to the North Hollywood Red Line subway station) with its Warner Center Transit Station is located just south of the site. While the project is not expected to interrupt or conflict with alternative transportation policies, plans, or programs, it is recommended that the project's consistency with policies, plans, and programs supporting alternative transportation be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

XVI. UTILITIES

Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. Wastewater treatment services are provided by the City of Los Angeles Department of Public Works (LADPW). The LADPW operate and maintain the

existing sewer lines which convey wastewater from the site to the Tillman Water Reclamation Plant (TWRP) in the West San Fernando Valley. The TWRP is a part of the Hyperion Treatment System, which also includes Hyperion Treatment Plant (HTP) and the Los Angeles-Glendale Water Reclamation Plant (LAGWRP). The current treatment capacity of the entire Hyperion Treatment System is approximately 550 mgd (consisting of 450 mgd at HTP, 80 mgd at TWRP, and 20 mgd at LAGWRP).⁴⁶

In November 2006, the City of Los Angeles, Integrated Resources Plan, Facilities Plan (IRP) developed by the LADPW was approved by the Los Angeles City Council.⁴⁷ The IRP accounts for projected needs and sets forth improvements and upgrades to wastewater systems, recycled water systems, and runoff management programs in the City of Los Angeles through the year 2020. Furthermore, future increases in wastewater flows are addressed in the IRP through improvements, additions, and expansions within the Hyperion Treatment System. As part of the adopted IRP, proposed improvements include, but are not limited to the expansion of the HTP biosolids handling capacity (e.g. new digesters and truck loading facility); the addition of secondary clarifiers at HTP to meet existing treatment requirements; expansion and upgrade of the TWRP capacity to 100 mgd with advanced treatment; addition of 60 mg wastewater storage at TWRP; and the construction of a 5 mg diurnal storage for wastewater and a 5 mg recycled water storage at LAGWRP.⁴⁸ These improvements would increase the capacity of the Hyperion Treatment System to a total of 570 mgd, consisting of the HTP's capacity of 450 mgd, the TWRP's new capacity of 100 mgd, and the LAGWRP's capacity of 20 mgd. As discussed in the IRP based on LADPW information, projects have been completed within all the treatment plants and sewer lines and additional on-going improvements have been proposed in order to continually provide services and meet wastewater needs of the City.⁴⁹ Implementation of the IRP improvements would be dependent on monitored triggers, including population growth, recycled water regulations, wastewater discharge regulations, Total Maximum Daily Load (TMDL) requirements, available funding, etc. This staging of projects enables the City to target the most critical and immediate wastewater treatment needs. As stated in the IRP, many of the projects are "Go-Projects" and are considered for immediate implementation to protect the public health and environment. Therefore, with implementation of the IRP, LADPW expects to provide

⁴⁶ City of Los Angeles Department of Public Works Bureau of Sanitation. "City of Los Angeles Integrated Resources Plan Executive Summary, December 2006". Website: http://www.lacity.org/san/irp/documents/Executive_Summary-Overview_of_the_IRP.pdf, accessed, October 2007.

⁴⁷ City of Los Angeles Department of Public Works Bureau of Sanitation. "City of Los Angeles Integrated Resources Plan, Wastewater Management, <http://www.lacity.org/san/irp/documents/v1-3of3-wastewater-management.pdf>

⁴⁸ City of Los Angeles Department of Public Works Bureau of Sanitation. "City of Los Angeles Integrated Resources Plan Executive Summary, December 2006". Website: http://www.lacity.org/san/irp/documents/Volume_5-Adaptive_CIP.pdf, accessed, October 2007.

⁴⁹ Implementation of the wastewater projects can be further evaluated at "Wastewater Capital Improvement Program, July 2007". Website: <http://www.lacitiesan.org/fmd/WCIP/WCIPbook07-08.pdf>.

ample amount of wastewater treatment services to the City of Los Angeles and contracting cities through the year 2020.

The proposed project consists of the development of 426,665 square feet of retail space, approximately 559,834 square feet of office uses, approximately 77,635 square feet of restaurant uses, a 35,640 square foot specialty grocery store, 14,250 square feet of community/cultural uses, 360 apartments, and a 300-room hotel. As shown in Table B-1 on page B-39 based on generation factors from the City of Los Angeles Bureau of Sanitation, the existing uses on the project site generate an estimated 21,491 gallons per day (gpd) of wastewater while the proposed land uses for the project would generate 243,689 gpd. Therefore, the project would add a net increase of approximately 222,198 gpd of wastewater to the Hyperion Treatment System. As stated above, with implementation of the IRP improvements, LADPW expects to provide ample amount of wastewater treatment services to the City of Los Angeles and contracting cities through the year 2020. As the proposed project would not require a General Plan Amendment or Zone Change, it can be inferred that the project's wastewater demand was also accounted for in the IRP's wastewater projections for the year 2020. Additionally, the proposed project wastewater generation estimate does not account for reductions in wastewater that would occur from incorporation of water conservation features to be included as part of the project's sustainable design. Lastly, the project would be subject to the City's Ordinance No. 166,060 (also known as the Sewer Allocation Ordinance).⁵⁰ Under this ordinance, LADPW must first determine if there is allotted sewer capacity available for a project before the City of Los Angeles' Department of Building and Safety will accept a project's set of plans and specifications for a plan check. Thus, based on all of the above, the proposed project would not exceed wastewater treatment requirements at the HTP. Further analysis of this issue is not necessary and no mitigation measures would be required.

b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. Development of the proposed project would result in increased water demand and wastewater generation. Water service is provided to the project area by the Los Angeles Department of Water and Power (LADWP) via existing water lines. Per LADWP standard practice, water demand is based on wastewater generation plus the addition of

⁵⁰ Priority projects are projects which meet certain criteria specified in Section 4 of the Ordinance, such as a residential or commercial/industrial project located within both a Community Plan Area and a Master Environmental Impact Report Area with a jobs/housing ratio of 1.74 or more for residential or 1.10 or less for commercial/industrial, an emergency trauma center and/or non-profit hospital, an affordable rental housing project, and a single family dwelling, to name a few. Public benefit projects are determined by the City Council as projects that will benefit the public health, safety or otherwise provide a public benefit. Non-priority projects are granted allocations in the order of their applications.

Table B-1**Proposed and Existing Wastewater Demand**

Land Use	Size	Unit	Factor ^a	Generation
Proposed				
Retail	426,665	sf	0.08 sf	34,133 GPD
Office	559,834	sf	0.15 sf	83,975 GPD
Restaurant (77,635 sf) ^b	776	seat	30 seat	23,280 GPD
Grocery	35,640	sf	0.08 sf	2,851 GPD
Museum	14,250	sf	0.2 sf	2,850 GPD
Hotel (193,600 sf)	300	rooms	130 room	39,000 GPD
Residential - 1 bdr apt	90	du	120 du	10,800 GPD
Residential - 2 bdr apt	180	du	160 du	28,800 GPD
Residential - 3 bdr apt	90	du	200 du	18,000 GPD
Total Proposed				243,689 GPD
Existing				
Vacant	10,896	sf	0 sf	0 GPD
Printing Shop	7,952	sf	0.15 sf	1,193 GPD
Retail	12,506	sf	0.08 sf	1,000 GPD
Bank/Office	57,361	sf	0.15 sf	8,604 GPD
Restaurant ^b	356.45	sf	30 seat	10,694 GPD
Total Existing				21,491 GPD
Net New				222,198 GPD

^a Based on the City of Los Angeles Bureau of Sanitation's wastewater generation factors.

^b Restaurant uses assume one seat per 100 square feet.

Source: PCR Services Corporation, 2007.

28 percent and 18 percent for outdoor water usage for commercial uses and residential uses, respectively. Thus, as shown in Table B-2 on page B-40 existing uses on the project site generate a demand of 25,981 gpd of water while the proposed project would result in a demand of approximately 293,418 gpd, representing a net increase of approximately 267,437 gpd of water. Construction of the proposed project would include all necessary on- and off-site water line improvements to adequately connect the project site to the City's existing water delivery systems. While no capacity issues with the existing water infrastructure are anticipated, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

Wastewater generated on the project site is currently conveyed via existing sewer lines, which include an 18-inch line in Topanga Canyon Boulevard, a 15-inch line in Owensmouth Avenue, and an 8-inch line in Erwin Street.⁵¹ As stated above in Response XVI(a), the proposed

⁵¹ Navigate LA, <http://navigatea.lacity.org/index01.htm>, accessed July 2, 2007.

Table B-2

Proposed and Existing Water Demand

Land Use	Size	Unit	Factor ^a	Generation
Proposed				
Retail	426,665	sf	0.08 sf	34,133 GPD
Office	559,834	sf	0.15 sf	83,975 GPD
Restaurant (77,635 sf) ^b	776	seat	30 seat	23,280 GPD
Grocery	35,640	sf	0.08 sf	2,851 GPD
Museum	14,250	sf	0.2 sf	2,850 GPD
Hotel (193,600 sf)	300	rooms	130 room	39,000 GPD
<i>Subtotal Commercial</i>				<i>186,089 GPD</i>
Residential – 1 bdr apt	90	du	120 du	10,800 GPD
Residential – 2 bdr apt	180	du	160 du	28,800 GPD
Residential – 3 bdr apt	90	du	200 du	18,000 GPD
<i>Subtotal Residential</i>				<i>46,800 GPD</i>
Outdoor Water Use				60,529 GPD
			Total Proposed	293,418 GPD
Existing				
Vacant	10,896	sf	0 sf	0 GPD
Printing Shop	7,952	sf	0.15 sf	1,193 GPD
Retail	12,506	sf	0.08 sf	1,000 GPD
Bank/Office	57,361	sf	0.15 sf	8,604 GPD
Restaurant ^b	356.45	sf	30 seat	10,694 GPD
Outdoor Water Use				5,683 GPD
			Total Existing	25,981 GPD
			Net New	267,437 GPD

^a Based on the City of Los Angeles Bureau of Sanitation's wastewater generation factors plus 28 percent for commercial outdoor water use and 18 percent for residential water use, per standard LADWP methodology.

^b Restaurant uses assume one seat per 100 square feet.

Source: PCR Services Corporation, 2007.

project's new commercial and residential uses would result in a net increase of 222,198 gpd of wastewater on-site. Project wastewater would be conveyed via new sewer connections (i.e., laterals) to the existing sewer lines. The LADWP's existing sewer infrastructure system is currently sized and continually upgraded to accommodate the wastewater demand that would be generated from development occurring in accordance with existing zoning designations. Thus, given that the existing sewer infrastructure system is sized to accommodate development occurring in accordance with existing zoning and the fact that the proposed project would not change the zoning designations of the site, it can be concluded that adequate capacity is available to accommodate the demand generate by the project. Therefore, further analysis of this issue is not required and no mitigation measures are necessary.

- c. **Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Potentially Significant Impact. As discussed in Response VI(b) above, the project would result in a change in on-site drainage patterns, which could potentially require new drainage facilities or the expansion of existing facilities. Therefore, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

- d. **Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?**

Potentially Significant Impact. The project proposes the construction of more than 500,000 square feet of shopping center or business establishment space. As such, the project is subject to Senate Bill (SB) 610 which requires that a water supply assessment be conducted to determine if there is sufficient water supply to service the project during normal, single dry, and multiple dry water years. Since a water supply assessment is required for the proposed project, it is recommended that this issue be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

- e. **Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Less Than Significant Impact. The project would be served by the City of Los Angeles wastewater treatment system. As discussed in Response No. XVI(a) above, the Hyperion Treatment System would have adequate capacity to serve the project. Therefore, project impacts on the wastewater treatment provider would be less than significant. Further analysis of this issue is not necessary and no mitigation measures would be required.

- f. **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Potentially Significant Impact. The City of Los Angeles Bureau of Sanitation has primary oversight for solid waste management in the City. Construction of the proposed project would generate inert solid waste (e.g., export soils, construction and demolition debris) which would require disposal at an unclassified landfill. In addition, during project operation, the project's commercial and residential uses would generate solid waste which would be disposed of at a major Class III landfill located in Los Angeles County. The proposed project's solid waste disposal need could adversely affect landfill capacity. Therefore, it is recommended that this issue be analyzed further in an EIR.

g. Comply with federal, state, and local statutes and regulations related to solid waste?

Potentially Significant Impact. The Project would comply with applicable regulations related to solid waste, including those pertaining to waste reduction and recycling. In accordance with the City's Space Allocation Ordinance (No. 171687), which requires that all new developments provide an adequate recycling area or room for collecting and loading recyclable materials, the project would provide on-site recycling collection facilities for employees and residents.⁵² Additionally, the project would promote compliance with the California Integrated Waste Management Act of 1989 (AB939) through source reduction and recycling programs. While the project is expected to comply with these regulations related to solid waste, it is recommended that this issue be analyzed further in an EIR.

h. Other Utilities and Service Systems?

Less Than Significant Impact. Electricity transmission to the project site is provided and maintained by LADWP. As shown in Table B-3 on page B-43, based on the proposed land uses, the project would consume approximately 22,716 megawatt hours (MWh) of electricity per day. This projected daily demand represents a net increase of approximately 20,029 MWh of electricity over existing conditions on-site. In 2006, the LADWP had an annual electricity demand of 24,411,000 MWh.⁵³ By 2012, the electricity demand for the LADWP is projected to increase to 26,569,000 MWh in 2012.⁵⁴ Thus, the project-related net increase in electricity demand would represent approximately 0.08 percent of LADWP's 2006 electricity demand and approximately 0.07 percent of the forecasted demand in 2012. Therefore, the project is within the anticipated service capabilities of LADWP.

As shown in Table B-4 on page B-44, natural gas is provided to the project site by the Southern California Gas Company (the Gas Company). The project is anticipated to consume approximately 62,819 thousand cubic feet (kcf) of natural gas per year. This represents an increase of 58,763 kcf of natural gas over existing conditions. Relative to a projected annual demand of 902 billion cubic feet within the entire Gas Company service area in 2010, the annual consumption of natural gas associated with the proposed project would be approximately 0.01 percent and would be within the service capabilities of The Gas Company.⁵⁵

The electricity and natural gas demand estimates presented above for the project are based on consumption factors presented in the 1993 SCAQMD *CEQA Air Quality Handbook*,

⁵² Ordinance No. 171687 adopted by the Los Angeles City Council on August 6, 1997.

⁵³ California Energy Commission, 2007 Integrated Energy Policy Report, IEPR Committee Draft.

⁵⁴ California Energy Commission, California Energy Demand 2002-2018 Staff Draft Forecast, July 2007.

⁵⁵ California Energy Commission, California Energy Outlook: Electricity and Natural Gas Trends Report – Staff Draft, Docket #200-01-002, September 7, 2001.

Table B-3

Proposed and Existing Electricity Demand

Land Use	Size	Unit	Factor ^a	Annual Demand
Proposed				
Retail	426,665	sf	13.55 kwh/sf	5,781,311 kwh
Office	559,834	sf	12.95 kwh/sf	7,249,850 kwh
Restaurant	77,635	sf	47.45 kwh/sf	3,683,781 kwh
Grocery	35,640	sf	53.3 kwh/sf	1,899,612 kwh
Museum	14,250	sf	10.5 kwh/sf	149,625 kwh
Hotel	193,600	sf	9.95 kwh/sf	1,926,320 kwh
Residential - 1 bdr apt	90	du	5626.5 du	506,385 kwh
Residential - 2 bdr apt	180	du	5626.5 du	1,012,770 kwh
Residential - 3 bdr apt	90	du	5626.5 du	506,385 kwh
Total Proposed				22,716,039 kwh
Existing				
Vacant	10,896	sf	0	0 kwh
Printing Shop	7,952	sf	10.5 kwh/sf	83,496 kwh
Retail	12,506	sf	13.55 kwh/sf	169,456 kwh
Bank/Office	57,361	sf	12.95 kwh/sf	742,825 kwh
Restaurant	35,645	sf	47.45 kwh/sf	1,691,355 kwh
Total Existing				2,687,132 kwh
Net New				20,028,907 kwh

^a Based on the electricity demand factors from the SCAQMD CEQA Air Quality Handbook, 1993.

Source: PCR Services Corporation, 2007.

which do not take into account the energy conservation measures that would be incorporated into the project. Therefore, the actual electricity and natural gas demands of the project are anticipated to be less than estimated. Furthermore, utility providers are required to plan for necessary upgrades and expansions to their systems to ensure that adequate service will be provided. As such, the project would have a less than significant impact. Further analysis of this issue is not necessary and no mitigation measures would be required.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Table B-4

Proposed and Existing Natural Gas Usage

Land Use	Size	Unit	Factor ^a	Annual Usage
Proposed				
Retail	426,665	sf	2.9 cf/sf/month	14,847,942 cf
Office	559,834	sf	2 cf/sf/month	13,436,016 cf
Restaurant	77,635	sf	4.8 cf/sf/month	4,471,776 cf
Grocery	35,640	sf	2.9 cf/sf/month	1,240,272 cf
Museum	14,250	sf	2 cf/sf/month	342,000 cf
Hotel	193,600	sf	4.8 cf/sf/month	11,151,360 cf
Residential - 1 bdr apt	90	du	4011.5 cf/unit/month	4,332,420 cf
Residential - 2 bdr apt	180	du	4011.5 cf/unit/month	8,664,840 cf
Residential - 3 bdr apt	90	du	4011.5 cf/unit/month	4,332,420 cf
Total Proposed				62,819,046 cf
Existing				
Vacant	10,896	sf	0	0 cf
Printing Shop	7,952	sf	2 kwh/sf	190,848 cf
Retail	12,506	sf	2.9 kwh/sf	435,209 cf
Bank/Office	57,361	sf	2 kwh/sf	1,376,664 cf
Restaurant	35,645	sf	4.8 kwh/sf	2,053,152 cf
Total Existing				4,055,873 cf
Net New				58,763,173 cf

^a Based on the natural gas usage factors from the SCAQMD CEQA Air Quality Handbook, 1993. No factor for the restaurant use is available; therefore, the factor for hotel was conservatively utilized for this land use.

Source: PCR Services Corporation, 2007.

Potentially Significant Impact. As discussed above in this Initial Study, the project would result in environmental impacts that have the potential to degrade the quality of environment. These impacts include potential impacts regarding aesthetics, air quality, hydrology/water quality, land use, noise, public services (fire, police, schools, parks, and libraries), transportation/circulation (traffic, parking and access), water supply and infrastructure, and solid waste. An EIR will be prepared to analyze and document these potentially significant impacts with feasible mitigation measures incorporated as necessary.

- b. **Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).**

Potentially Significant Impact. The potential for cumulative impacts occurs when the independent impacts of the project and impacts of related projects in proximity to the project site

combine to create impacts that are greater than the impacts of the project alone. The project vicinity includes other past, current and/or probable future projects whose development would contribute to potentially significant cumulative impacts in conjunction with the proposed project. Cumulative effects for each of the topical issues listed above in Response XVII(a) (Mandatory Findings of Significance) will be analyzed further in an EIR. As provided below, the project would not contribute to cumulative impacts associated with other issues evaluated in this Initial Study for which less than significant project impacts were determined.

With regard to cumulative effects for the issues of agricultural, biological, and mineral resources, the project site is located in an urbanized area and, therefore, other developments occurring in the project area would largely occur on previously disturbed land and are not anticipated to have an impact. Thus, no cumulative impact to these resources would occur and no mitigation measures would be required.

Impacts related to archaeological resources, historic resources paleontological resources, hazards and hazardous materials, and geology/soils are generally site specific and do not affect off-site areas. However, cumulative development would expose a greater number of people to seismic hazards. As with the proposed project, related projects would be subject to Local, State, and Federal regulations and standards for seismic safety. Thus, cumulative impacts related to geology and soils would be less than significant and no mitigation measures would be required.

The proposed project in conjunction with related projects would cumulatively increase the population, number of households, and employment in the area. However, these increases are expected to be within City and SCAG growth forecasts. In addition, the proposed project provides housing opportunities to accommodate the future population of the area. Thus, no significant cumulative impacts to population or housing would occur and no mitigation measures would be required.

Development of the proposed project in conjunction with the related projects would cumulatively increase wastewater generation. Thus, there is potential for a cumulative significant impact on sewer infrastructure. However, each related project would be subject to discretionary review to ensure that adequate infrastructure exists. Furthermore, the City of Los Angeles Department of Public Works would conduct ongoing evaluations to ensure facilities are adequate to serve the forecasted growth of the community. Therefore, cumulative impacts on the wastewater infrastructure are concluded to be less than significant and no mitigation measures would be required.

The proposed project and related projects would result in a cumulative energy demand that would further increase the State's consumption of finite energy resources and add to the load on the existing energy infrastructure. Cumulative energy demand would contribute to the consumption of conventional energy resources (e.g., coal, natural gas, petroleum) which are becoming increasingly less available and less preferable, especially in light of recent State legislation (AB32) to reduce greenhouse gases. In order to diversify the mix of energy sources

and reduce greenhouse gas emissions caused by energy production while meeting the State's growing electricity demand, the State adopted a Renewable Portfolio Standard (RPS) with a mandate of generating by 2020, 20 percent of the power from renewable sources.⁵⁶ Towards achieving this goal, LADWP received approval for the Pine Tree Wind Project – a new wind energy generation facility that will provide up to 120 MW of wind power.⁵⁷ In addition, LADWP is expanding its transmission lines in the Tehachapi Wind Resource Area to accommodate at least 500 MW of wind and other renewables as part of a larger project that will add 1,150 MW of transfer capability for renewables and other transmission needs. Thus, LADWP's efforts in procuring such renewable energy resources would help meet the cumulative energy demand and reduce cumulative impacts related to the consumption of finite energy resources. Furthermore, the proposed project would incorporate an environmentally sustainable design utilizing green building technologies that involve more resource-efficient modes of construction through energy efficiency, environmentally preferable building materials, and waste reduction methods. Similarly, as regulatory agencies begin to set forth specific project-level requirements to address the greenhouse gas reduction requirements of AB32, it is anticipated that new related projects would incorporate similar energy reduction features. The effects of such energy reduction features would be reduced consumption of energy resources and decreased strain on the energy infrastructure. Therefore, cumulative impacts with regard to energy would be less than significant. Nonetheless, this issue would also be addressed as part of the global climate change analysis within the EIR.

c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. The proposed project would result in potentially significant environmental impacts associated with aesthetics (aesthetics, views, light and glare, and shade/shadow), air quality, hydrology/water quality, land use, noise, public services (fire, police, schools, parks, and libraries), transportation/circulation (traffic and parking), water supply and infrastructure, and solid waste. These impacts could have potential adverse effects on human beings. Therefore, these impacts will be analyzed further in an EIR with feasible mitigation measures incorporated as necessary.

⁵⁶ *California Energy Commission, 2007 Integrated Energy Policy Report, IEPR Committee Draft.*

⁵⁷ *LADWP, 2004-2005 Annual Report*

NOP and NOP and Scoping Meeting Comment Letters

**DEPARTMENT OF
CITY PLANNING**

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AND

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October 29, 2007

**NOTICE OF PREPARATION AND
NOTICE OF PUBLIC SCOPING MEETING**

EAF NO.:

PROJECT NAME:

PROJECT ADDRESS:

COMMUNITY PLAN AREA:

COUNCIL DISTRICT:

SCOPING MEETING DATE:

PUBLIC COMMENT DUE DATE:

ENV-2007-3393-EAF

The Village at Westfield Topanga

6360 North Topanga Canyon Boulevard, 21700-21870 West
Victory Boulevard, 6351 North Owensmouth Avenue,
21919 - 21945 West Erwin Street, Woodland Hills, CA 91367

Canoga Park - Winnetka - Woodland Hills - West Hills

Three (3) - Dennis P. Zine

Tuesday, November 13, 2007 (See Details Below)

Friday, November 30, 2007

NOTICE OF PREPARATION ("NOP")

Pursuant to the California Environmental Quality Act ("CEQA") Guidelines Section 15082, once the Lead Agency decides an Environmental Impact Report ("EIR") is required for a proposed project, a NOP describing the proposed project and its potential environmental effects shall be prepared. The NOP is required to be distributed to both responsible and trustee agencies with a comment period of no less than 30 days in order to allow for the Lead Agency to receive meaningful responses.

The City of Los Angeles - Department of City Planning will be the Lead Agency and requires the preparation of an EIR for the project identified herein. The Department of City Planning requests your comments as to the scope and content of the EIR. This public Comment Period will be 30 days commencing **Monday, October 29, 2007 to Friday, November 30, 2007.**

PUBLIC SCOPING MEETING

Pursuant to the CEQA Guidelines Section 15083, the City of Los Angeles as the Lead Agency may conduct Early Public Consultation (or "Scoping") to help the public input during the Comment Period and to identify the range of actions, alternatives, mitigation measures, and significant effects to be analyzed in the EIR. As part of the Scoping process, the Department of City Planning will be holding a Public Scoping Meeting on **Tuesday, November 13, 2007 at 6:30 P.M.** (see details below regarding the date, time, and location of the Scoping Meeting). A Public Scoping Meeting is an essential part of this Scoping process as it provides the opportunity to receive input from the public as to what areas the EIR should study and to solicit input regarding the content of the Draft EIR. No decisions about the proposed project will be made at the Scoping

Meeting. The project description and potential environmental effects are included below. At the scoping meeting, detailed information will be provided regarding the proposed project and the anticipated scope of analyses to be contained in the Draft EIR. The Department of City Planning encourages all interested individuals and organizations to attend this meeting.

A copy of the Initial Study prepared for the project is not attached, but is available for review at the Community Planning Bureau offices of the Department of City Planning, located at 6262 Van Nuys Boulevard, Suite 351, Van Nuys, California 91401.

PROPOSED PROJECT

Westfield, LLC, the project Applicant, proposes to develop The Village at Westfield Topanga (the proposed project), a mixed-use development project, on approximately 30.67 gross acres of land within the Warner Center area of the City of Los Angeles. The project site is bounded by Victory Boulevard to the north, Owensmouth Avenue to the east, Erwin Street to the south, and Topanga Canyon Boulevard to the west. As shown in Table 1 below, the proposed project would include the development of approximately 426,665 square feet of retail space, approximately 77,635 square feet of restaurant uses, an approximately 35,640 square foot specialty grocery store, 360 apartment units, a 300-room hotel, approximately 559,834 square feet of office uses, approximately 14,250 square feet of community/cultural uses, and courtyards and open spaces. The project would be developed in accordance with height zones established for the site that would range from up to 78 feet above grade to up to 219 feet above grade. The project would also include surface parking and multi-level parking facilities providing at least 4,650 parking spaces upon full buildout of the project.

Implementation of the proposed project would require the removal of the existing eight low-rise commercial buildings on site that collectively comprise approximately 124,360 square feet of floor area; the approximately 34,200 retail building to be occupied by Crate & Barrel, which was previously approved by the City of Los Angeles on March 8, 2007 and is currently under construction, would remain on the project site. Construction of the proposed project is expected to begin in 2010 with buildout completed as early as 2012.

The Village at Westfield Topanga project, which will be implemented through a new Vesting Tentative Tract Map (see Discretionary Request No. 1 below), reflects modifications to development previously approved for the project site as part of Vesting Tentative Tract Map No. 51449. Specifically, the proposed project would convert a portion of the office uses approved as part of Tentative Tract Map No. 51449 to a mix of retail, restaurant, and community/cultural center uses as well as additional residential uses.

Table 1
Project Development Summary Table^a

Land Use	Existing Development^b	Existing Development to Remain	Proposed Development
Retail	54,658 sq. ft. ^c	34,200 sq. ft. ^c	426,665 sq. ft.
Restaurant	35,645 sq. ft.	0	77,635 sq. ft.
Grocery Store	0	0	35,640 sq. ft.
Residential	0	0	360 units (approx. 494,000 sq. ft.)
Hotel	0	0	300 rooms (approx. 193,600 sq. ft.)
Office	47,472 sq. ft.	0	559,834 sq. ft.
Community/Cultural Use	0	0	14,250 sq. ft.
Vacant	10,896 sq. ft. ^b	0	0
Bank	9,889 sq. ft.	0	0

^a All floor area based on the City of Los Angeles Zoning Code's definition of floor area.

^b Excludes an existing vacant bank building, which will be removed as part of the approval for construction of the Crate and Barrel.

^c Includes the Crate & Barrel, which was previously approved as Case No. DIR 2006-9714 (SPP) on March 8, 2007 by the City of Los Angeles and is currently under construction and expected to be completed in December, 2008.

PROPOSED ENTITLEMENT REQUESTS

The proposed project may require various discretionary requests to the City including, but not limited to, the following:

1. **Vesting Tentative Tract Map** - Pursuant to Los Angeles Municipal Code ("LAMC") §17.00 et. seq., the subdivision of a 29.99 net acre site into eight ground lots and ten air space lots.
2. **Reduction of Off-Street Parking Approval** - Pursuant to LAMC §12.24.Y, a ten percent reduction in the required off-street parking for the retail, restaurant, and office uses required by LAMC §12.21 A.4(c), from 3,904 spaces to 3,514 spaces, given the Project's proximity to transit services.
3. **Project Permit Compliance Approval (Warner Center Specific Plan)** - Pursuant to the Warner Center Specific Plan ("WCSP") and LAMC §11.5.7.C, a Project Permit Compliance Approval, including Shared Parking, Floor Area and Lot Coverage Averaging, a Height Increase, and a Uniform Sign Program.
 - o Pursuant to WCSP §12.D, Applicant seeks a shared parking request to permit a reduction in total number of required parking for all uses on-site from 4,790 spaces (including 3,514 spaces for the retail, restaurant, and office uses, 601 spaces for the hotel use, and 675 spaces for the residential use) to approximately 4,650 parking spaces at full buildout in conjunction with the use and operation of the Project.
 - o Pursuant to WCSP §9.E, Applicant seeks approval of Floor Area Averaging in a unified development to allow an overall average maximum FAR of 1.5:1 for the Project, with individual lots exceeding the 1.5:1 FAR.
 - o Pursuant to WCSP §10.E, Applicant seeks approval of Lot Coverage Averaging in a unified development to allow an overall average maximum Lot Coverage of 61 percent for the Project, with individual lots exceeding the 70 percent Lot Coverage limit specified in WCSP §10.D.
 - o Pursuant to WCSP §10.A.2(b)(2), Applicant seeks a 32.7 percent increase in the permitted height of the residential and hotel buildings, for a total of 219 feet, in-lieu of the 165-foot height limit established by the WCSP. The increase in height would require a 32.7 percent increase in the amount of Open Space provided, for a total Open Space provided of 39.8 percent.
 - o Pursuant to WCSP §14.G, Applicant seeks approval of a Uniform Sign Program.
4. **Modification of Project Permit Compliance Approval** - Pursuant to the WCSP and LAMC §11.5.7.D, potential Modification of Project Permit Compliance Approvals for the Promenade, located at 6100 Topanga Canyon Boulevard (Case No. DIR-2000-4759(SP)(ZAD)) and Westfield Topanga, located at 6600 Topanga Canyon Boulevard (Case Nos. DIR-2005-8950(SPP)(ZAD) and DIR 2002-0938(SPPM-2)) to reconfigure parking areas to accommodate bridges from The Village at Westfield Topanga, should they be developed.
5. **Alcohol Conditional Use Permit ("CUP")** - Pursuant to LAMC §12.24.W.1, conditional use approval to permit up to 18 establishments to sell alcoholic beverages as follows: 11 restaurant establishments offering a full line of alcoholic beverages for on-site consumption; five restaurant establishments offering only beer and wine for on-site consumption; a full service grocery store offering a full line of alcoholic beverages for off-site consumption; and the hotel offering a full line of alcoholic beverages for on-site consumption in connection with any proposed in-hotel restaurant and bar, room service, and controlled access cabinets.
6. **Cultural Affairs Commission Approval** - Pursuant to Los Angeles Administrative Code §22.109, potential Cultural Affairs Commission approval of the design and location of bridges, since, if developed, they would be built over City streets.
7. **Haul Route** - Pursuant to LAMC §91.7006.7, approval of a haul route for the necessary removal of soil and waste from demolition and construction.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The probable effects of the proposed project include: Aesthetics, Air Quality, Geology/Soils, Hydrology/Water Quality, Land Use and Planning, Noise, Public Services (i.e., Police, Fire, Schools, Parks, and Libraries), Recreation, Transportation/Traffic, Parking, and Utilities and Service Systems (i.e., Solid Waste, Water Supply).

PUBLIC SCOPING MEETING DATE AND LOCATION:

The public scoping meeting will be held as follows:

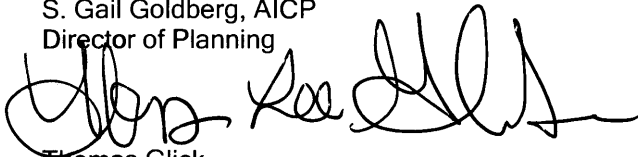
Date: Tuesday, November 13, 2007
Time: 6:30 P.M. to 8:30 P.M.
Location: Los Angeles Fire Department, Fire Station 84
21050 Burbank Boulevard
Woodland Hills, CA 91367
(See the Enclosed Map.)

The proposed project is located in an area of interest to you and/or the organization you represent. The Community Planning Bureau of the Department of City Planning welcomes all comments regarding potential environmental impacts of the proposed project. All comments will be considered in the preparation of the EIR. Written comments must be submitted to this office by **Friday, November 30, 2007**. Comments will also be accepted at the public scoping meeting described above.

Please direct your responses to:

Michelle Singh, Project Manager
Attn.: ENV-2007-3393-EAF
Community Planning Bureau - Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401-2709
(818) 374-5048 (Direct Phone)
(818) 374-5070 (fax)
michelle.singh@lacity.org (e-mail)

S. Gail Goldberg, AICP
Director of Planning



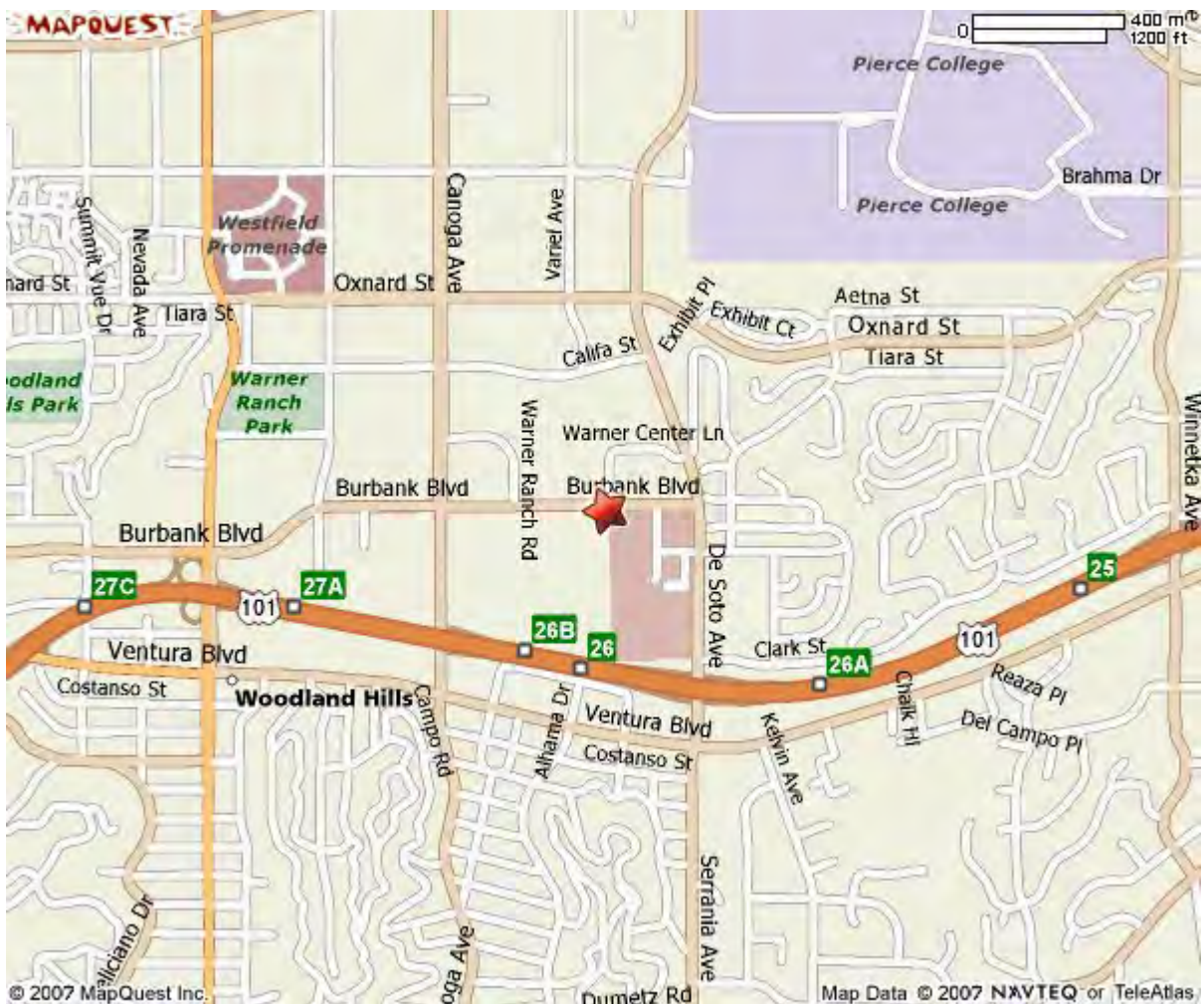
Thomas Glick
City Planner
Community Planning Bureau - Department of City Planning

Enclosures: Project Location Map, Radius Map, Existing Site Plan, Conceptual Site Plan



Scoping Meeting Location

Los Angeles Fire Department, Fire Station 84
21050 Burbank Blvd
Woodland Hills CA
91367-6602 US



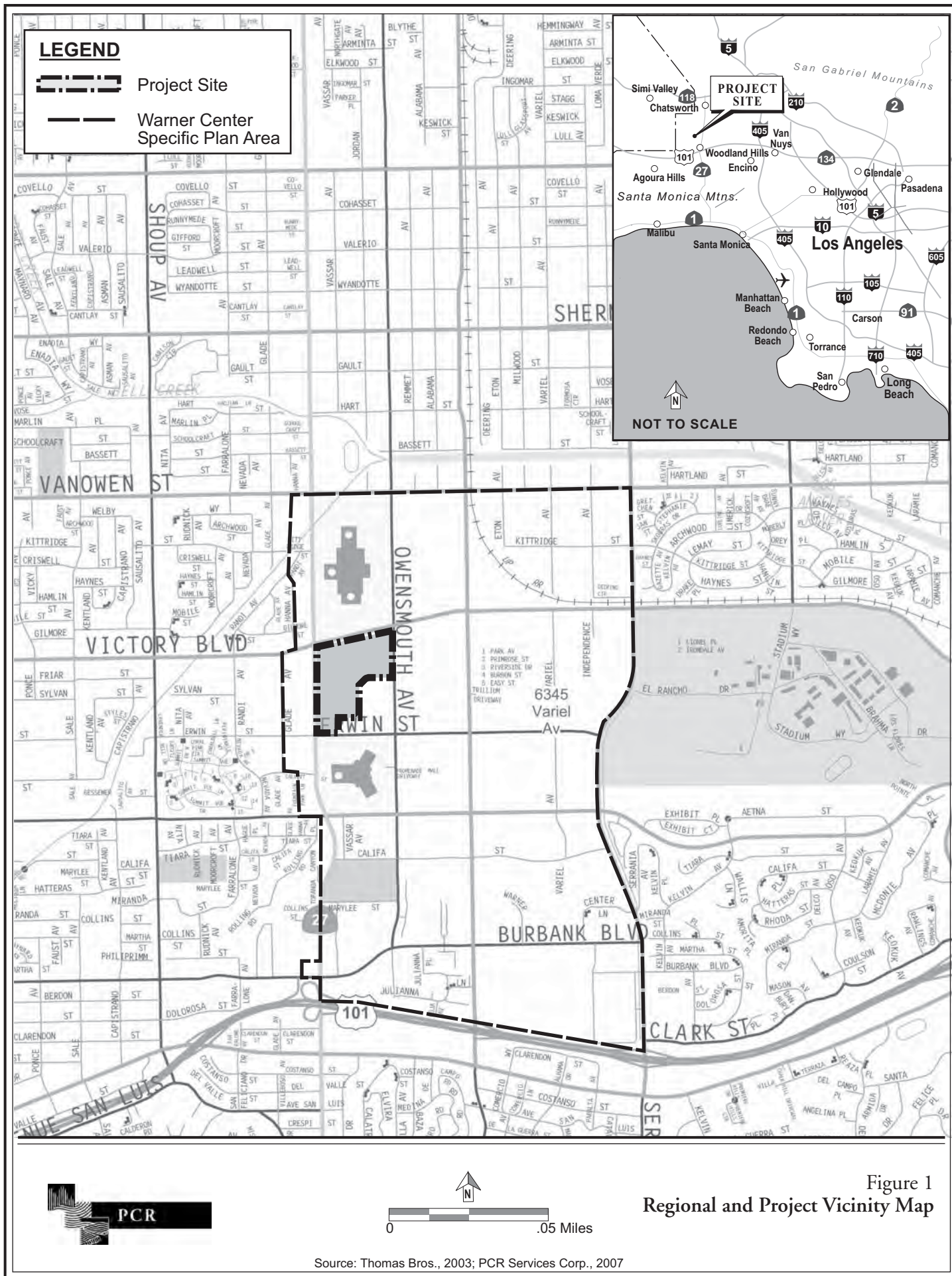


Figure 1
Regional and Project Vicinity Map

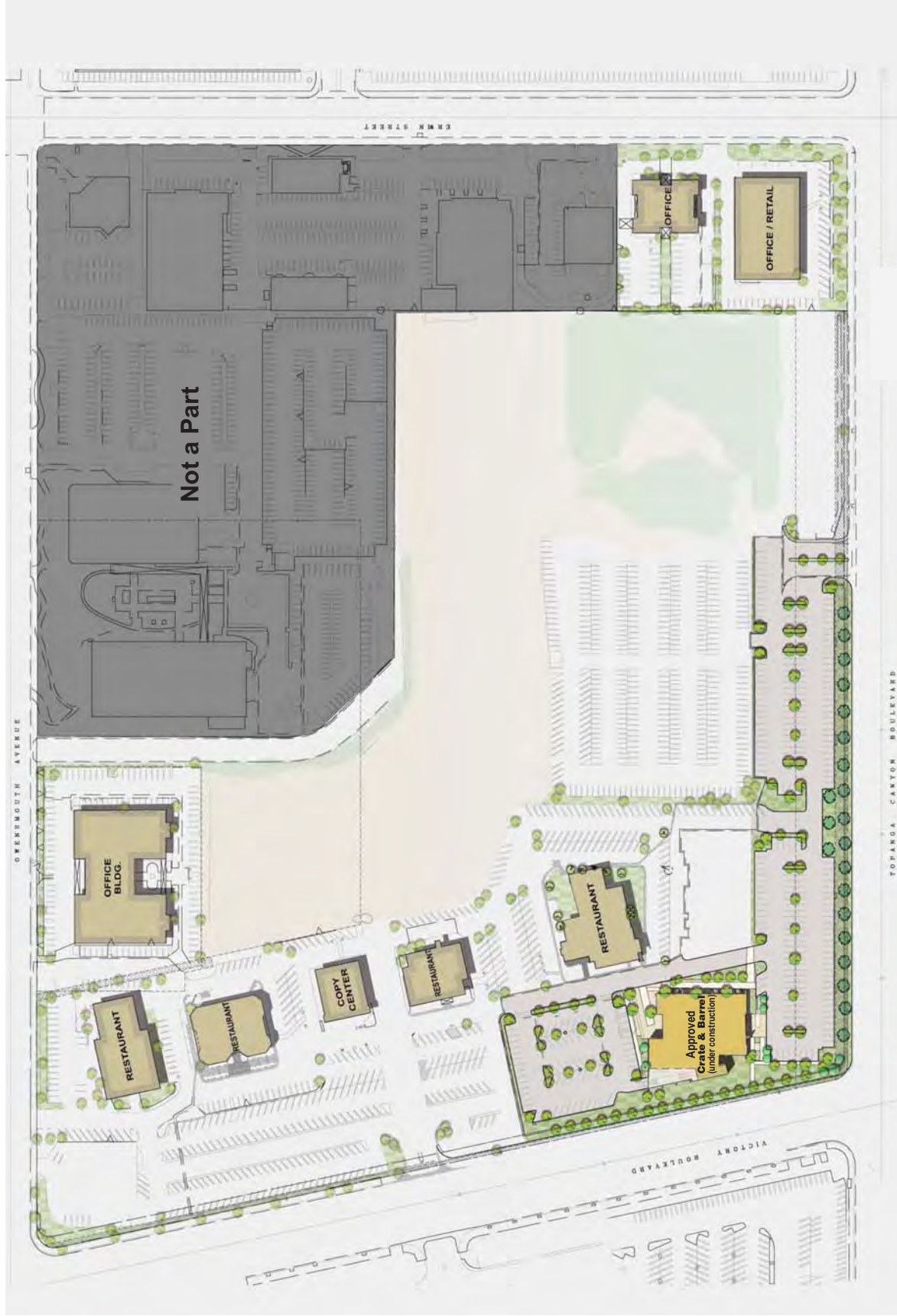
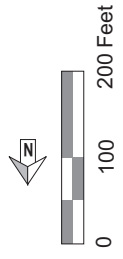


Figure 2
Existing Site Plan

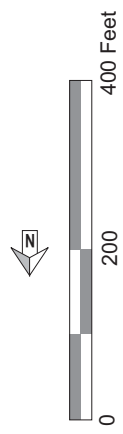


Source: Westfield, LLC, 2007





Figure 3
Conceptual Site Plan

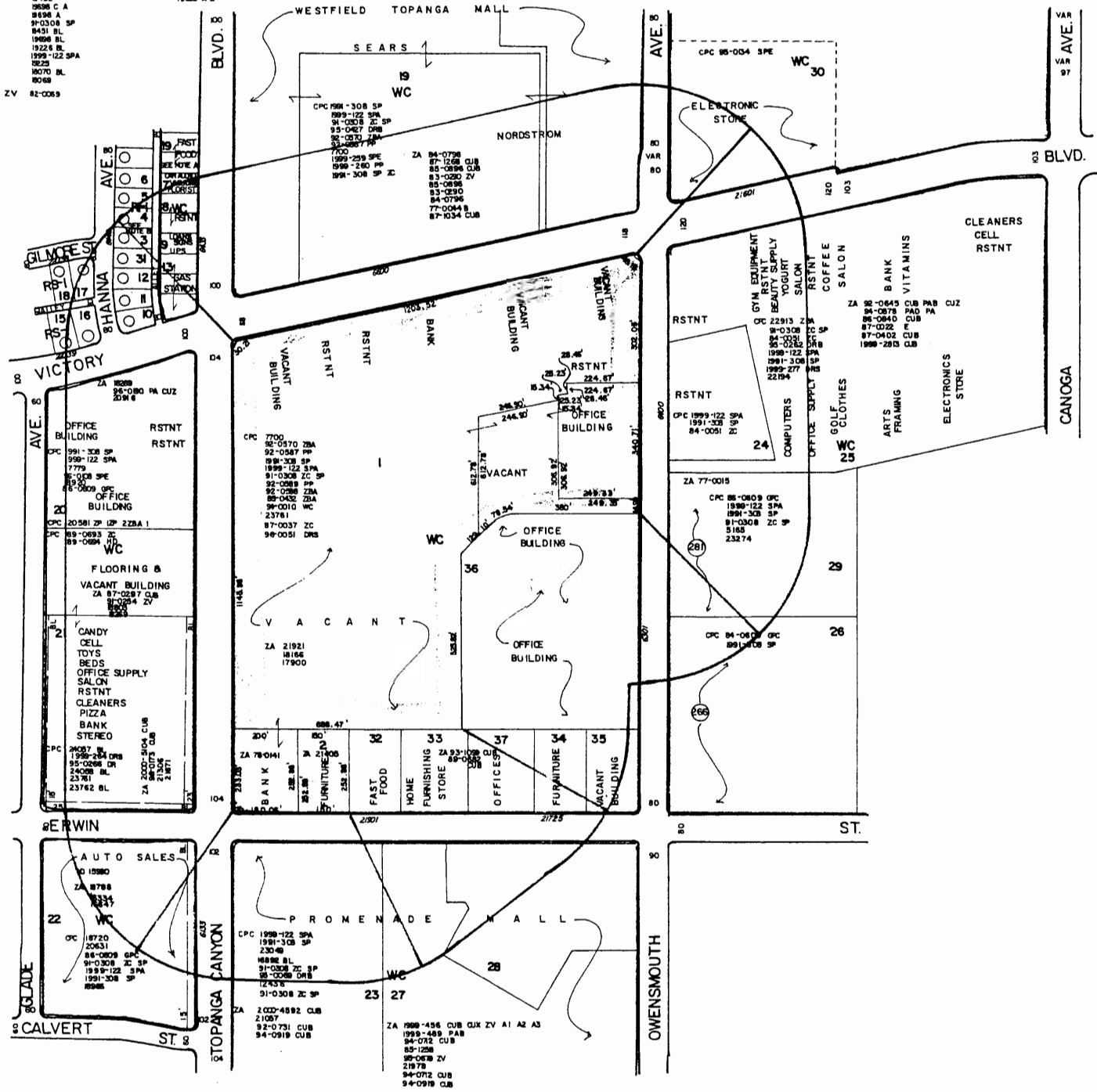


Source: Westfield, LLC, 2007



NOTE A
CPC 91-0208 ZC SP
8450
8452
8586 C A
8696 A
91-0306 SP
8451 BL
1996 BL
1922 BL
1991-122 SPA
1923
8070 BL
8068
ZV 82-0069

NOTE B
CPC 19594
18450
1988 A B



E. A. F. MAP



Quality Mapping Service
Landing Consultants

14549 Archwood St. Suite 301
Van Nuys, California 91405
Phone (818) 997-7949 - Fax (818) 997-0351

DRAWN BY CARLOS C.

THOMAS BROTHERS

Page 530 Grid A7

LEGAL

LOT 1, 2, PORTION OF A & B

TRACT 51449-02, 31621

M.B. 1312-3-4, M.B. 856-18-19

SEE APPS.

CONTACT LATHAM & WATKINS

CD. 3

C.T. 135.12

PA. 220-CANOGA PARK-
WINNETKA-WOODLAND HILLS-
WEST HILLS

USES: FIELD

CASE NO.

SCALE: 1" = 200'

D.M. 1808105

PHONE: 213-891-8645

DATE: 06-13-07

Updated: 09-04-07

NET AC: 28.42'

NORTH

07-17-A
QMS

**DEPARTMENT OF
CITY PLANNING**

200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801

AND

6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

JANE ELLISON USHER
PRESIDENT

WILLIAM ROSCHEN
VICE-PRESIDENT

DIEGO CARDOSO

REGINA M. FREER

ROBIN R. HUGHES

SABRINA KAY

FR. SPENCER T. KEZIOS

CINDY MONTAÑEZ

MICHAEL K. WOO

GABRIELE WILLIAMS

COMMISSION EXECUTIVE ASSISTANT
(213) 978-1300



ANTONIO R. VILLARAIGOSA

MAYOR

EXECUTIVE OFFICES

S. GAIL GOLDBERG, AICP
DIRECTOR

(213) 978-1271

EVA YUAN-MCDANIEL
DEPUTY DIRECTOR

(213) 978-1273

FAX: (213) 978-1275

INFORMATION

(213) 978-1270

www.planning.lacity.org

November 30, 2007

NOTICE OF PUBLIC COMMENT PERIOD EXTENSION FOR NOTICE OF PREPARATION

EAF NO.:

PROJECT NAME:

PROJECT ADDRESS:

COMMUNITY PLAN AREA:

COUNCIL DISTRICT:

COMMENT DUE DATE:

ENV-2007-3393-EAF

The Village at Westfield Topanga

6360 North Topanga Canyon Boulevard, 21700-21870 West
Victory Boulevard, 6351 North Owensmouth Avenue,
21919 - 21945 West Erwin Street, Woodland Hills, CA 91367

Canoga Park - Winnetka - Woodland Hills - West Hills

Three (3) - Dennis P. Zine

Extended through Monday, December 31, 2007

Pursuant to the California Environmental Quality Act ("CEQA") Guidelines Section 15082, once the Lead Agency decides an Environmental Impact Report ("EIR") is required for a proposed project, a Notice of Preparation (NOP) describing the proposed project and its potential environmental effects shall be prepared. The intent of the NOP is to solicit comments regarding the scope and content of the EIR. The NOP is required to be distributed to both responsible and trustee agencies with a comment period of no less than 30 days in order to allow for the Lead Agency to receive meaningful responses.

The NOP for the proposed Village at Westfield Topanga stated that it would be circulated for a 30-day public comment period commencing Monday, October 29, 2007 and ending on Friday, November 30, 2007. **In response to public comments, the City of Los Angeles - Department of City Planning as lead agency for the project is extending the public comment period through December 31, 2007.** A brief description of the proposed project is provided below. In addition, the NOP is available for public and agency review at the City's website at: <http://cityplanning.lacity.org/> (click on Environmental - NOP). Hard copies of the original NOP are also available upon request to Michelle Singh (see below for contact info).

SUMMARY OF PROPOSED PROJECT

Westfield, LLC, the project Applicant, proposes to develop The Village at Westfield Topanga (the proposed project), a mixed-use development project, on approximately 30.67 gross acres of land within the Warner Center area of the City of Los Angeles. The project site is bounded by Victory Boulevard to the north, Owensmouth Avenue to the east, Erwin Street to the south, and Topanga Canyon Boulevard to the west. As shown in Table 1 below, the proposed project would include the development of approximately 426,665 square feet of retail space, approximately 77,635 square feet of restaurant uses, an approximately 35,640 square foot specialty grocery store, 360 apartment units, a 300-room hotel, approximately 559,834 square feet of office uses, approximately 14,250 square feet of community/cultural uses, and courtyards and open spaces. The project would be developed in accordance with height zones established for the site that would range from up to 78 feet above grade to up to 219 feet above grade.

The project would also include surface parking and multi-level parking facilities providing at least 4,650 parking spaces upon full buildout of the project.

Implementation of the proposed project would require the removal of the existing eight low-rise commercial buildings on site that collectively comprise approximately 124,360 square feet of floor area; the approximately 34,200 retail building to be occupied by Crate & Barrel, which was previously approved by the City of Los Angeles on March 8, 2007 and is currently under construction, would remain on the project site. Construction of the proposed project is expected to begin in 2010 with buildout completed as early as 2012.

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Project Development Summary Table ^a

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Vacant	10,896 sq. ft. ^d	0	0
Bank	9,889 sq. ft.	0	0

^a All floor area based on the City of Los Angeles Zoning Code's definition of floor area.

^b Excludes an existing vacant bank building, which will be removed as part of the approval for construction of the Crate and Barrel.

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Source: Westfield, LLC, 2007.

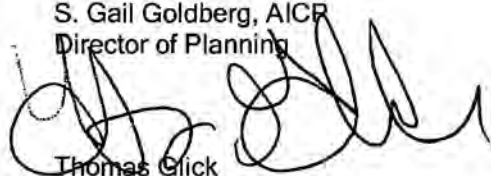
REQUEST FOR COMMENTS

The Community Planning Bureau of the Department of City Planning welcomes all comments regarding potential environmental impacts of the proposed project. All comments will be considered in the preparation of the EIR.

Please direct your written comments to:

Michelle Singh, Project Manager
Attn.: ENV-2007-3393-EAF
Community Planning Bureau - Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401-2709
(818) 374-5048 (Direct Phone)
(818) 374-5070 (fax)
michelle.singh@lacity.org (e-mail)

S. Gail Goldberg, AICP
Director of Planning


Thomas Glick
City Planner
Community Planning Bureau - Department of City Planning

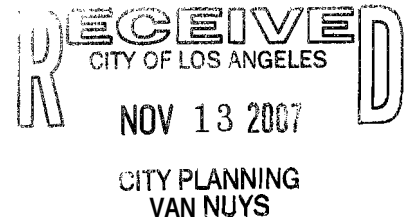


South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909)396-2000 • www.aqmd.gov

November 7, 2007

Ms. Michelle Singh, Project Manager
Attn.: ENV-2007-3393-EAF
Community Planning Bureau – Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401-2709



Dear Ms. Singh:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Village at d Topanga Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify my potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for calculating PM_{2.5} emissions and PM_{2.5} significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobiletoxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

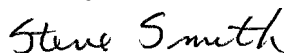
In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.

Program Supervisor, CEQA Section

Planning, Rule Development and Area Sources

SS:CB:AK

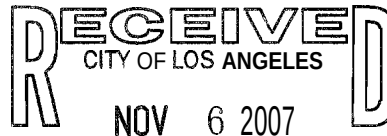
LAC071030-01AK

Control Number

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGWCEQA BRANCH
100 SO. MAIN ST.
LOS ANGELES, CA 90012
PHONE (213)897-6536
FAX (213)897-1337
E-Mail: NersesYerjanian@dot.ca.gov



*Flex your power!
Be energy efficient!*



CITY PLANNING
VAN NUYS

Michelle Singh
Department of City Planning
Community Planning Bureau
City of Los Angeles
6262 Van Nuys Blvd., Suite 351
Van Nuys, CA. 91401-2709

IGR/CEQA# 071098/NY
NOP/The Village at Westfield Topanga
A mixed use project

LA/101/25.34

October 31, 2007

Dear Ms. Singh:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Village at Westfield Topanga Project.

Based on the information received, and to assist us in our efforts to completely evaluate and assess the impacts of this project on the State transportation system, a traffic study in advance of the DEIR should be prepared to analyze the following information:

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to State Route 101.
2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGWCEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.
3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be

specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.
5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
 - ☐ description of transportation infrastructure improvements
 - ☐ financial costs, funding sources and financing
 - ☐ sequence and scheduling considerations
 - ☐ implementation responsibilities, controls and monitoringAny mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.
6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: Additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.

The Department as a commenting agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. Therefore State Route(s) mentioned in item #1 and it's facilities must be analyzed per the Department's **Traffic Impact Study Guidelines**.

Ms. Singh

October 31, 2007

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Cheryl J. Powell
IGR/CEQA Branch Chief
Caltrans District 07
Regional Transportation Planning Office
100 S. Main St., Los Angeles, CA 90012

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGWCEQA # 071098/NY.

Sincerely,

Norres Yerjanian

Cheryl J. Powell
IGWCEQA Branch Chief
Regional Transportation Planning

Department of Water and Power



the City of Los Angeles

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Mayor

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November 29, 2007

Department of City Planning – Community Planning Bureau
6262 Van Nuys Boulevard, Suite 351
Van Nuys, California 91401-2709
Attention: Michelle Singh, Project Manager

Notice of Preparation and Notice of Public Scoping Meeting
EAF Case No. ENV-2007-3393-EAF: The Village at Westfield Topanga

This is in response to your letter of October 29, 2007, regarding the Notice of Preparation for the above-referenced project. This response applies only to the Water Services Organization of the Department of Water and Power (WSO). The Energy Services Organization will respond separately.

LAC the Place
This project is within the 1123-foot Service Zone of the WSO's water distribution system which provides domestic, fire and irrigation flows. The static water pressure for this proposed project will range between 107-137 psi. The WSO maintains the following water distribution mains adjacent to the proposed project,

- 12" cast iron main in Victory Boulevard, 25-feet north of the centerline;
- 12" cast iron main in Topanga Canyon Boulevard, 34-feet east of the centerline;
- 8" cast iron main in Topanga Canyon Boulevard, 15-feet west of the centerline;
- 8" cast iron main in Owensmouth Avenue, 16-feet west of the centerline;
- 8" cast iron main in Erwin Street, 16-feet north of the centerline.

Hydraulic analysis of the water distribution system will be necessary to determine if upgrades to the water system are required to meet the water flow demands, including fire and domestic, for the project. Normally, these water flow demands are finalized during the City's subdivision process.

Easements may be required for the operation and/or maintenance of existing or proposed water distribution facilities. The developer is normally responsible for any impacts to the existing water facilities due to the design and construction of the proposed project. Access to existing and future public water facilities must be maintained 24-hours per day, 365 days per year for operation and/or maintenance.

Water and Power Conservation ... a way of life

111 North Hope Street, Los Angeles, California 90012-2607 Mailing address: Box 51111, Los Angeles 90051-5700
Telephone: (213) 367-4211 Cable address: DEWAPOLA

Recyclable and made from recycled waste.



A proposed bridge over a portion of Victory Boulevard may require replacement and/or relocation of existing water facilities due to access, maintenance and loading conditions. Further hydraulics and analysis will be necessary when more details are available on the design of the bridge.

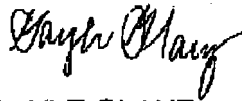
New public water facilities are generally installed in public and private streets meeting the following City of Los Angeles, Bureau of Engineering (BOE) requirements,

- Minimum width of the public or private street shall conform to BOE Standard Plan S-470 for a hillside collector street.
- Pavement cross section shall conform to BOE Street Design Manual, Part E.
- Curb and gutter shall conform to Type C of BOE Standard Plan, S-410.

The developer is normally responsible for the cost of any new public and/or private water facilities that are required for the project.

Water conservation measures must be incorporated into the project design parameters. See the following link for more information. [LADWP: Water Conservation Tips](#)

Sincerely,



GAYLE GLAUZ

West Valley District Engineer
Water Distribution Engineering

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

November 20, 2007

To: Department of City Planning
Community Planning Bureau
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401-2709
Attn: Michelle Singh, Project Manager

From: Fire Department

Subject: ENV-20073393-EAF
The Village at Westfield Topanga

PROJECT LOCATION

6360 North Topanga Canyon Boulevard, 21700-21870 West Victory Boulevard, 6351 North Owensmouth Avenue, 21919-21945 West Erwin Street, Woodland Hills, CA 91367

PROJECT DESCRIPTION

Westfield, LLC, the project Applicant, proposes to develop The Village at Westfield Topanga (the proposed project), a mixed-use development project, on approximately 30.67 gross acres of land within the Warner Center area of the City of Los Angeles. The project site is bounded by Victory Boulevard to the north, Owensmouth Avenue to the east, Erwin Street to the south, and Topanga Canyon Boulevard to the west. As shown in Table 1 below, the proposed project would include the development of approximately 426,665 square feet of retail space, approximately 77,635 square feet of restaurant uses, an approximately 35,640 square foot specialty grocery store, 360 apartment units, a 300-room hotel, approximately 559,834 square feet of office uses, approximately 14,250 square feet of community/cultural uses, and courtyards and open spaces. The project would be developed in accordance with height zones established for the site that would range from up to 78 feet above grade to up to 219 feet above grade. The project would also include surface parking and multi-level parking facilities providing at least 4,650 parking spaces upon full build-out of the project. Implementation of the proposed project would require the removal of the existing eight low-rise commercial buildings on site that collectively comprise approximately 124,360 square feet of floor area; the approximately 34,200 retail building to be occupied by Crate & Barrel, which was previously approved by the City of Los Angeles on March 8, 2007 and is currently under construction, would remain on the project site. Construction of the proposed project is expected to begin in 2010 with build-out completed as early as 2012.

The following comments are furnished in response to your request for this Department to review the proposed development:

A. Fire Flow

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in low-density residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at 6,000 G.P.M. from 4 fire hydrants flowing simultaneously.

Improvements to the water system in this area may be required to provide 6,000 G.P.M. fire-flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

All water systems and roadways are to be improved to the satisfaction of the Fire Department prior to the issuance of any building permits.

A valid Division 5 Fire Department permit is required prior to installation for all private fire hydrant systems.

B. Response Distance, Apparatus, and Personnel

Based on a required fire-flow of 6,000 G.P.M., the first-due Engine Company should be within 1 mile(s), the first-due Truck Company within 1.5 mile(s).

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

Fire Station No. 105
6345 Fallbrook Avenue
Woodland Hills, CA 91364
Task Force Truck and Paramedic Engine Company
Staff - 10
Miles - 1.5

Fire Station No. 72
6811 DeSoto Avenue
Canoga Park, CA 91303
Single Engine Company
Paramedic Rescue Ambulance
Battalion 17 Headquarters
Staff - 7
Miles - 1.5

Fire Station No. 84
5340 Canoga Avenue
Woodland Hills, CA 91364
Paramedic Engine Company
Staff - 4
Miles - 1.5

The above distances were computed to the furthest most portion of the project from each Fire Station

Based on these criteria (response distance from existing fire stations), fire protection would be considered **(adequate or inadequate)**.

In order to mitigate the inadequacy of fire protection in travel distance, sprinkler systems will be required throughout any structure to be built, in accordance with the Los Angeles Municipal Code, Section 57.09.07.

C. Firefighting Personnel Access

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

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.

Access for Fire Department apparatus and personnel to and into all structures shall be required.

D. Firefighting Apparatus Access

Submit plot plans indicating access road and turning area for Fire Department approval.

Construction of public or private roadway in the proposed development shall not exceed 15 percent in grade.

Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.

Standard cut-corners will be used on all turns.

During demolition, the Fire Department access will remain clear and unobstructed.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky.

Fire lanes, where required 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.

All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.

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.

Private roadways for general access use shall have a minimum width of 20 feet.

Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

The Fire Department may require additional vehicular access where buildings exceed 28 feet in height.

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.

No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.

Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

Building designs for multi residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street on Fire Lane.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 50ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

That in order to provide assurance that the proposed common fire lane and fire protection facilities, for the project, not maintained by the City, are properly and adequately maintained, the sub-divider shall record with the County Recorder, prior to the recordation of the final map, a covenant and agreement (Planning Department General Form CP-6770) to assure the following:

- A. The establishment of a property owners association, which shall cause a yearly inspection to be, made by a registered civil engineer of all common fire lanes and fire protection facilities. The association will undertake any necessary maintenance and corrective measures. Each future property owner shall automatically become a member of the association or organization required above and is automatically subject to a proportionate share of the cost.
- B. The future owners of affected lots with common fire lanes and fire protection facilities shall be informed of their responsibility for the maintenance of the devices on their lots. The future owner and all successors will be presented with a copy of the maintenance program for their lot. Any amendment or modification that would defeat the obligation of said association as the Advisory Agency must approve required hereinabove in writing after consultation with the Fire Department.
- C. In the event that the property owners association fails to maintain the common property and easements as required by the CC and R's, the individual property owners shall be responsible for their proportional share of the maintenance.
- D. Prior to any building permits being issued, the applicant shall improve, to the satisfaction of the Fire Department, all common fire lanes and install all private fire hydrants to be required.
- E. That the Common Fire Lanes and Fire Protection facilities be shown on the Final Map.

Those plot plans be approved by the Fire Department showing fire hydrants and access for each phase of the project prior to the recording of the final map for that phase. Each phase shall comply independently with code requirements.

Michelle Singh, Project Manager
November 20, 2007
Page 7

CONCLUSION

Project implementation will increase the need for fire protection and emergency medical services in this area.

At present, there are no immediate plans to increase Fire Department staffing or resources in those areas, which will serve the proposed project.

For additional information, please contact Inspector Terrance O'Connell of the Construction Services Unit at (213) 482-6504.

DOUGLAS L. BARRY
Fire Chief

C.A Fry, Assistant Fire Marshal
Bureau of Fire Prevention and Public Safety

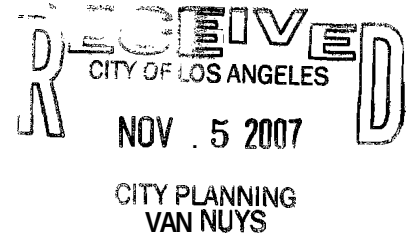
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Metro

November 2, 2007

Michelle Singh, Project Manager
Attn.: ENV-2007-3393-EAF
Community Planning Bureau – Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401-2709



Dear Ms. Singh:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Village at Westfield Topanga project. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

A Traffic Impact Analysis (TIA), with highway, freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2004 Congestion Management Program for Los Angeles County", Appendix D. The geographic area examined in the TIA must include the following, at a minimum:

1. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and
2. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

3. Evidence that in addition to Metro, all affected Municipal transit operators received the NOP for the Draft EIR;
4. A summary of the existing transit services in the area;
5. Estimated project trip generation and mode assignment for both morning and evening peak periods;
6. Documentation on the assumptions/analyses used to determine the number and percentage of trips assigned to transit;

7. Information on facilities and/or programs that will be incorporated into the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and
8. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

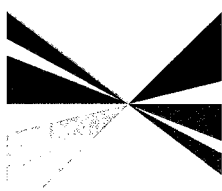
Metro looks forward to reviewing the Draft EIR. If you have any questions regarding this response, please call me at 213-922-6908 or by email at chapmans@metro.net. Please send the Draft EIR to the following address:

Metro CEQA Review Coordination
One Gateway Plaza MS 99-23-2
Los Angeles, CA 90012-2952
Attn: Susan Chapman

Sincerely,

A handwritten signature in black ink, appearing to read 'Susan Chapman', with a stylized, flowing script.

Susan Chapman
Program Manager, Long Range Planning



ASSOCIATION of GOVERNMENTS

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 Deborah Robertson, Rialto
 Alan Wayne, Ontario

Ventura County: Linda Parks, Ventura County
 Glen Beerna, Simi Valley
 Carl Morehouse, San Buenaventura
 Tom Young, Port Hueneme

Tribal Government Representative: Andrew Masiet, Sr., Pechanga Band of Luiseño Indians

Orange County Transportation Authority: Art Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

San Bernardino Associated Governments: Paul Lean

Ventura County Transportation Commission: Keith Millhouse, Moorpark

November 26, 2007

Ms. Michelle Singh, Project Manager
 City of Los Angeles
 6262 Van Nuys Blvd. Ste 351
 Los Angeles, Ca 91401-2709

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Village at Westfield Topanga, SCAG No. 12007660

Dear Ms. Singh,

Thank you for submitting the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Village at Westfield Topanga Project - SCAG No. 120070660, to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082.

SCAG staff has reviewed the aforementioned NOP and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15125(d) and 15206). The proposed project in total includes 426,665 sq. ft. of Retail, 77,635 sq. ft. of Restaurants, 35,640 sq. ft. Grocery Store, 360 Housing Units, 300 room Hotel, 559,834 sq. ft. of Office, and 14,250 sq. ft. of Community/Cultural Uses.

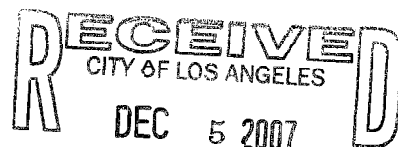
CEQA requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided. We expect the DEIR to specifically cite all SCAG policies and address the manner in which the project is consistent, not-consistent, or not applicable to these policies and provide supportive analysis as to why it is consistent, not-consistent, or not applicable to these policies. Policies of SCAG's Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) that may be applicable to your project are outlined in the attachment. Also, for ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format (attached). The RCPG, RTP and CGV can be found on the SCAG web site at: <http://scag.ca.gov/igr>

The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. Please provide a minimum of 45 days for SCAG to review the DEIR and associated plans when these documents are available. If you have any questions regarding the attached comments, please contact James R. Tebbetts at (213) 236-1915 or Laverne Jones at (213) 236-1857. Thank you.

Sincerely,

Huasha Liu, Manager
 Program Development and Evaluation Division

DOCS# 141943v1



CITY PLANNING
 VAN NUYS

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT **ENVIRONMENTAL IMPACT**
REPORT FOR THE VILLAGE AT **WESTFIELD** TOPANGA, SCAG NO. **I 20070660**

PROJECT DESCRIPTION

The City of Los Angeles Village at Westfield Topanga Project, SCAG No. 12007660, will result in the development of 426,665 sq. ft. of Retail Use, 77,635 sq. ft. of Restaurants, a 35,640 sq. ft. Grocery Store, 360 Housing Units, a 300 room Hotel, 559,834 sq. ft. of Office Space, and 14,250 sq. ft. of **Community/Cultural** Uses. The project will demolish existing retail uses (124,360 sq. ft.). A total of 4,650 parking spaces will be provided. The project is located south of Victory Boulevard, west of Owensmouth Avenue and east of Topanga Canyon Boulevard.

CONSISTENCY **WITH** REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the Village at West Field Topanga Project.

The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.

Renional Growth Forecasts

The **DEIR** should reflect the most current SCAG forecasts, which are the 2004 **RTP** (April 2004) Population, Household and Employment forecasts. The forecasts for your region, subregion, and city are as follows:

Adopted SCAG Renionwide Forecasts

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

Adopted Los **Angeles** SubRegion Forecasts

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	4,176,079	4,237,887	4,298,891	4,357,359	4,413,425
Households	1,393,635	1,460,680	1,528,771	1,596,055	1,663,002
Employment	2,031,342	2,095,758	2,157,226	2,213,427	2,265,209

Adopted **City** of Los **Angeles** Forecasts ¹

	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>	<u>2030</u>
Population	4,090,125	4,147,285	4,203,702	4,257,771	4,309,625
Households	1,372,873	1,438,731	1,505,615	1,571,712	1,637,475
Employment	1,994,358	2,057,435	2,117,623	2,172,642	2,223,338

1. The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

The Draft 2008 RTP Baseline Growth Forecast (built upon **subregion/local** jurisdiction input) will be released on November 1, 2007 by the Community, Economic and Human Development Committee (CEHD) along with the Draft 2008 RTP and RCPG for public review and comment. You may wish to review these forecasts to determine compatibility with the any Project Forecasts. The following 2035

forecasts are provided for your reference. The forecasts for the intervening years (2010, 2015, 2020, 2025, and 2030) will be included in the 2008 RTP Baseline Growth Forecast.

2035 Forecasts ¹	Population	Households	Employees
City of Los Angeles	4,415,773	1,616,578	1,994,134

1 Source: Draft 2008 RTP Baseline Growth Forecast
(http://scag.ca.gov/forecast/downloads/RTP_baseline_forecasts_1001.xls)

- 3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- 3.04 *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*
- 3.05 *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*
- 3.06 *Support public education efforts regarding the costs of various alternative types of growth and development.*
- 3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*
- 3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- 3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.*
- 3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*
- 3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*
- 3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- 3.15 *Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented*

developments around transit stations and along transit corridors.

- 3.16** *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*
- 3.17** *Support and encourage settlement patterns, which contain a range of urban densities.*
- 3.18** *Encourage planned development in locations least likely to cause adverse environmental impact.*
- 3.21** *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- 3.22** *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*
- 3.23** *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- 3.24** *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*
- 3.26** *Encourage employment development in job-poor localities through support of labor force retraining programs and other economic development measures.*
- 3.27** *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

AIR QUALITY CHAPTER

The Air Quality Chapter core actions related to the proposed project include:

- 5.07** *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulation can be assessed.*
- 5.11** *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.*

OPEN SPACE AND CONSERVATION CHAPTER

The Open Space and Conservation Chapter goals related to the proposed project include:

- 9.4** *Maintain open space for adequate protection to lives and properties against natural and manmade hazards.*

- 9.5** *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, **wildfire** and other known hazards, and areas with limited access for emergency equipments.*
- 9.6** *Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.*

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** goals related to the proposed project include:

- 11.07** *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

REGIONAL TRANSPORTATION PLAN

The 2004 **Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This **RTP** links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals

- RTP G1** *Maximize mobility and accessibility for all people and goods in the region.*
- RTP G2** *Ensure travel safety and reliability for all people and goods in the region.*
- RTP G3** *Preserve and ensure a sustainable regional transportation system.*
- RTP G4** *Maximize the productivity of our transportation system.*
- RTP G6** *Encourage land use and growth patterns that complement our transportation investments.*

GROWTH VISIONING

The fundamental goal of the Compass Growth Visioning effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Portions of the Warner Center area are identified by the CGV as being within the Compass Blueprint 2% Strategy Area. The proposed project is located within this 2% Strategy Area. The Compass Blueprint 2% Strategy is a guideline for how and where we can implement the Growth Vision for Southern California's future. It calls for modest changes to current land use and transportation trends on only 2% of the land area of the region – the 2% Strategy Opportunity Areas. Investing our planning efforts and resources according to the 2% Strategy will yield the greatest progress toward improving measures of mobility, livability, prosperity and sustainability for local neighborhoods and their residents.

The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents

GV P1.1 *Encourage transportation investments and land use decisions that are mutually supportive.*

GV P1.2 *Locate new housing near existing jobs and new jobs near existing housing.*

GV P1.3 *Encourage transit-oriented development.*

GV P1.4 *Promote a variety of travel choices.*

Principle 2: Foster livability in all communities

GV P2.1 *Promote **infill** development and redevelopment to revitalize existing communities.*

GV P2.2 *Promote developments, which provide a mix of uses.*

GV P2.3 *Promote "people scaled," **walkable** communities.*

Principle 3: Enable prosperity for all people

GV P3.1 *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*

GV P3.2 *Support educational opportunities that promote balanced growth.*

GV P3.3 *Ensure environmental justice regardless of race, **ethnicity** or income class.*

GV P3.4 *Support local and state fiscal policies that encourage balanced growth*

GV P3.5 *Encourage civic engagement.*

Principle 4: Promote sustainability for future generations

GV P4.2 *Focus development in urban centers and existing cities.*

GV P4.3 *Develop strategies to accommodate growth that uses resources **efficiently**, eliminate pollution and significantly reduce waste.*

GV P4.4 *Utilize "green" development techniques.*

CONCLUSION

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

Suggested Side by Side Format - Comparison Table of SCAG Policies

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggest format is as follows:

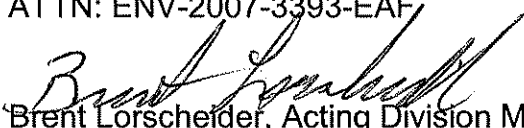
SCAG RCPG (RTP and/or CGV) Policies		
Growth Management Chapter		
Policy Number	Policy Text	Statement of Consistency, Non-Consistency, or Not Applicable
3.01	The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.02	In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high-season population totals.	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.03	The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
Etc.	Etc.	Etc.

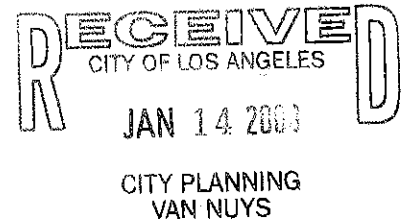
CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

File: SC.CE.2-276-1207

DATE: January 7, 2008

TO: Michelle Singh, Project Manager
Community Planning Bureau
Department of City Planning
ATTN: ENV-2007-3393-EAF

FROM: 
Brent Lorscheider, Acting Division Manager
Wastewater Engineering Services Division
Bureau of Sanitation



Subject: The Village at Westfield Topanga – Notice of Preparation EIR

This is in response to your November 30, 2007 letter requesting wastewater service information for the proposed project. The Bureau of Sanitation, Wastewater Engineering Services Division (WESD), has conducted a preliminary evaluation of the potential impacts to the wastewater system for the proposed project.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Existing			
Retail	80 GPD/1000 SQ.FT	54,658 SQ.FT	(4,372)
Restaurant	300 GPD/1000 SQ.FT	35,645 SQ.FT	(10,693)
Office	150 GPD/1000 SQ.FT	47,472 SQ.FT	(7,120)
Bank	80 GPD/1000 SQ.FT	9,889 SQ.FT	(791)
Proposed			
Retail	80 GPD/1000 SQ.FT	496,505 SQ.FT	39,721
Restaurant	300 GPD/1000 SQ.FT	77,635 SQ.FT	23,291
Residential (3BR)	200 GPD/DU	360 DU	72,000
Hotel	130 GPD/ROOM	300 ROOMS	39,000
Office	150 GPD/1000 SQ.FT	559,834 SQ.FT	83,976
Community Use	80 GPD/1000 SQ.FT	14,250 SQ.FT	1,140
Total			236,152

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes the existing 8-inch pipe on Victory Blvd., 8-inch pipe on Erwin St., 15-inch pipe on Owensmouth Ave., and an 18-inch pipe on Topanga Canyon Blvd. The sewage from the existing 8-inch lines flows to the 15-inch line, then to the 18-inch on Victory Blvd. The sewage then continues onto Canoga Ave, before discharging to a 48-inch sewer line in Vanowen St. The existing 18-inch line on Topanga Canyon Blvd continues into a 15-inch line, before discharging into the 48-inch line on Vanowen St. The current flow level (d/D) in the 8-inch on Victory Blvd, the 8-inch on Erwin St., and the 15-inch can not be determined at this time as gauging information for these lines is not available at this time. Based on the available gauging information, the current flow level (d/D) in the 18-inch sewer on Topanga Canyon Blvd., the 18-inch sewer on Victory Blvd., and the 48-inch sewer on Vanowen St. is approximately 40%, 24%, and 28% full, respectively. The design capacities at d/D of 50% for the 8-inch line on Victory Blvd. is 303,000 Gallons per Day, for the 8-inch on Erwin St. is 280,000 Gallons per Day, for the 15-inch line is 1.93 million Gallons per Day, for the 18-inch line on Topanga Canyon Blvd is 2.44 million Gallons per Day, for the 18-inch line on Victory Blvd. is 1.78 million Gallons per Day, and for the 48-inch line is 17.77 million Gallons per Day.

The estimated flow that would be generated from your proposed project exceeds 20,000 GPD and therefore may have a significant impact on the sewer system capacity. Thus, detailed gauging is necessary to determine whether the sewer system is capable of safely accommodating the total flow for your proposed project. We have initiated a work order to gauge the designated critical locations in the project area. This process usually takes approximately three (3) to four (4) weeks. A detailed evaluation and response will be provided to you within one (1) to two (2) weeks upon receipt of gauging data. If this schedule is not acceptable, please call us to discuss options.

If you have any questions, please call Abdul Danishwar of my staff at (323) 342-6220.

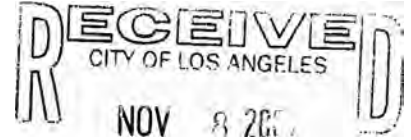
NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390

ds_nahc@pacbell.net



November 6, 2007



Mr. Tom Glick

CITY OF LOS ANGELES DEPARTMENT OF CITY PLANNING

6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401

CITY PLANNING
VAN NUYS

Re: **SCH# 2007101117: CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for The Village at Westfield Topanga Project: City of Los Angeles: Los Angeles County, California**

Dear Mr. Glick:

Thank you for the opportunity to comment on the above-referenced document. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per CEQA guidelines § 15064.5(b)(c). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:
 - If a part or the entire (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission (NAHC) for:
 - A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.
 - Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact. In many cases a culturally-affiliated Native American tribe or person will be the only source of information about the existence of a cultural resource.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) § 15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigations plans.

- CEQA Guidelines §15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the Initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American groups, identified by the NAHE, to ensure the appropriate and dignified treatment of Native American human remains and any associated grave goods.
- Health and Safety Code §7050.5, Public Resources Code §5097.98 and CEQA Guidelines §15064.5(d) mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

√ Lead agencies should consider avoidance, as defined in CEQA Guidelines §15370 when significant cultural resources are discovered during the course of project planning or execution.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: Native American Contact List

**Native American Contacts
Los Angeles County
November 5, 2007**

Charles Cooke
32835 Santiago Road
Acton CA **93510**
(661) 269-1422
(661) 733-1812

Chumash
Fernandeno
Tataviam
Kitanemuk

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez
981 N. Virginia
Covina , CA **91722**
(626) 339-6785 Yowlumne
Kitanemuk

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks , CA **91362**
805 492-7255

Chumash
Tataviam
Fernandeño

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box **221838**
Newhall , CA **91322**
tsen2u@msn.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax
Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

Fernandeno Tataviam Band of Mission Indians
Randy Guzman-Foikes, **Cultural/Environ** Depart
601 South Brand Boulevard, Suite 102
San Fernando , CA **91340**
ced@tataviam.org
(818) 837-0794 Office
(805) 501-5279 Cell
(818) 837-0796 Fax
Fernandeno
Tataviam

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm. **403**
Los Angeles , CA **90020**
(213) 351-5324
(213) 386-3995 FAX

This list is current only as of the date of this document.

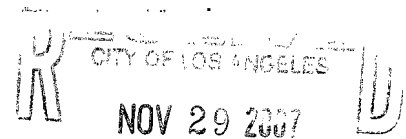
Distribution of this list does not relieve any person of statutory responsibility as **defined** in **Section** 7050.5 of the Health and Safety Code, **Section 5097.94** of the Public Resources Code and **Section 5097.98** of the Public Resources Code.

This list **is** only applicable for contacting local Native American **with** regard to cultural resources for the proposed **SCH#2007101117**; CEQA Notice of Preparation(NOP) for the **Village** of **Westfield** Topanga draft Environmental Impact Report (DEIR); City of Los Angeles Department of **City** Planning; Los Angeles County, California.



November 16, 2007

Michelle Singh, Project Manager
Attn: ENV-2007-3393-EAF
Community Planning Bureau – Department of City Planning
6262 Van Nuys Blvd, Ste 351
Van Nuys, CA 91401-2709



RE: THE VILLAGE AT WESTFIELD TOPANGA

CITY PLANNING
VAN NUYS

Dear Ms. Singh:

On behalf of the Valley Industry and Commerce Association (VICA), I am writing to express our interest in The Village at Westfield Topanga. While VICA has not yet taken a formal position on the project, we look forward to doing so in coming months and learning more about the traffic mitigations that the developer will be proposing.

With some knowledge about what is being proposed, I am particularly impressed with the economic impact that a project of this scale can have in terms of jobs and tax revenues for the City. As I understand, the Village at Westfield Topanga will create approximately 5000 good paying construction jobs and 9000 permanent jobs. Equally important, the project will generate \$7 million in tax revenue for the City, which can be used for public safety.

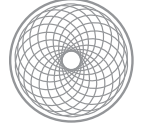
From a cultural standpoint, I am also interested in Westfield's efforts to explore bringing a branch of a major museum, such as LACMA, to the Village at Westfield Topanga. The Valley has a lot of fun family things to do, but it's a long drive to get to see high quality fine art as one might see at the Norton Simon Museum or MOCA. Such a museum in the West Valley would sure add to our quality of life!

For these reasons, VICA is interested in learning more about the Village at Westfield Topanga and will be closely following the project's progress. Thank you.

Sincerely,

Brendan Huffman
President & CEO

Valley Industry and Commerce Association 5121 Van Nuys Blvd., Suite 203, Sherman Oaks, CA 91403
(818) 817-0545 • FAX: (818) 907-7934 • www.vica.com • vica@vica.com



August Steurer

Personal Comment on EIR Considerations for Westfield's "The Village"

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PlaceMaking & Social Impacts

A Sense of Place

Westfield has named this project “The Village” as it attempts to return to a nostalgic time when there was a greater sense of community in a place which had a center to the community. Making a successful town center is not simple but it can be easier when care is taken to design it with the necessary elements present to make it a destination.

Successful places have four key qualities:

They are accessible; people are engaged in activities there; the space is comfortable and has a good image; and finally, it is a sociable place: one where people meet each other and take people when they come to visit.

More information on creating successful places can be found at the website of the Project for Public Spaces.

Gathering Places

It has been said there are three important places for people. The first is home. The second is work. The third is a community gathering place. In the past in real villages, this place was the pub where people came to socialize with friends. Offering numerous types of safe gathering places is important to the success of the Village and the community.

Entertainment Areas

Entertainment venues are another place for socialization, however movies and live theater are not conducive to conversation during the event but they can be the source of conversation afterwards.

Crowd Activity

When too many people are assembled in one area, problems can get worse quickly. Consideration of crowd control and evacuation of persons on the project site should be taken when designing the Village. These crowds are likely to occur at gathering places that are overly successful for the space and environs around them and within them.

Recreational/Exercise Areas

Sports and recreational activities are other opportunities for community socialization that should be supported and they improve the health of the community. Consideration of how to integrate these activities into the Village and what potential problems arise when they are too successful should be addressed.

Playgrounds

Playgrounds are a gathering place for children to socialize with their peers. Provision of playgrounds in the Village should be considered and incorporated into the design.

Outdoor dining

Restaurants are a favorite gathering place for people to meet friends and socialize. People also like to observe other people and outdoor dining offers a great opportunity to observe passersby.

Alcohol Sale & Use

Along with dining comes the desire to purchase alcoholic beverages. Bars and Pubs are also favorite gathering places for people to socialize, which is an important component of community life and success. Alcohol comes with problems when there is excessive consumption that modifies behavior negatively. Care and precautions must be developed to deal with these problems and the illegal consumption of alcohol by underage persons.

Benches & Pedestrian Amenities

Provision of pedestrian amenities serves to make a place comfortable, convenient to pause and stay, or participated in the surrounding activities.

Squares

Squares are the centerpieces of a community. They must have Image and Identity, Attractions and Destinations, Amenities, a Flexible Design, Seasonal Strategy, Access, an Inner and Outer Square and reach out like an

Octopus. It is beneficial if the square is lined by restaurants and other types of gathering places.

Plazas and Courtyards

Plazas and courtyards are public spaces in and around buildings that are smaller than squares and serve as the front lawn/entrance/yard of the buildings. They serve as an outdoor gathering place for the people within the building.

Fountains & Water Features

People have a great affinity for water as it is a primary ingredient to the support of life. Appropriate displays of water should be encouraged to put pedestrians at ease and make the environment more tolerable and pleasurable.

Surface fountains and ponds should be designed to prevent persons with disabilities from encountering them unexpectedly.

A decorative pond around a civic building would be nice.

Drinking fountains are also necessary and must be maintained. They should be placed away from travelled paths so as not to interfere with sight impaired and agility impaired persons per ADA requirements.

Landscaping

The presence of landscaping can have profound effects on the spirit of people. Generous yet prudent use of landscaping should be encouraged to balance the presence of manmade structures in a harmonious manner. Trees should be of varied sizes and matched to the size of the space they inhabit. Larger trees are required for wider streets and open spaces. Size is constrained by the width of the roadside zones and nearness to structures.

Direction Finding

The Village project covers a large area. As such, there should be regular sources and signage for pedestrian visitors to locate and orient themselves. Such orientation should include not only the project site but include the general area and where there is access to transportation and what types are available.

Social/Community Events

As a potential community center acting as downtown, the Village must be prepared to sponsor and host community events in the public spaces. Care should be given to what restrictions should be imposed and what necessary actions are needed to support them and provide for public safety.

Holiday Events

Infrastructure improvements (electrical, water & sanitation) should be required so that the public space areas are capable of supporting public events and holiday decorations.

Forethought might be given to the use of fireworks on holiday events and whether they should be allowed in any area at all. Consideration could be given as to what structures might be suitable for launching fireworks displays if concerts are moved away from Warner Park.

Sidewalk Vendors

Sidewalk vendors of the food and beverage type can really enliven public spaces by supporting the activities of pedestrians. Care should be given to allocating space so that they remain separated and do not congregate in a dense manner so as to hamper the movement and enjoyment of the space by pedestrians.

Sidewalk vendors hawking commercial products and handmade items should be required to adhere to certain codes of conduct. Zealous harassment of pedestrians should be controlled.

Homeless Activity

Since this project is all private property, the overnight activities of homeless people should be easier to prevent. Care should be given to what rights these individuals might have in areas perceived as public space. Courts have already ruled that commercial properties do not have the right to prevent free speech on public areas of the property. One wonders whether courts could similarly rule that homeless persons have the right to occupy this public space in the same manner that they would on actual public property.

Aesthetics - Architecture, Urban Design, Siting, Massing

Architecture

Type

The type of construction is important. For a project of this size which will have a significant life expectancy and community impact, TYPE I construction should be used. The danger of a massive fire significantly impacting the economy of the community must be taken into consideration. This construction also offers the widest choice of style and the ability to achieve buildings

Style

The choice of architectural style is difficult for a project of this size. A uniform style for this project should not be allowed.

Enduring

The design styles chosen for structural elements should stick to enduring time-tested styles, methods of construction and materials. Decorative elements can be used that are fresh and new, but styles that are a fad and become tired and dated in 10 years should be avoided. We want a community that looks enduring and contemporary at the same time.

Diversity

While the general form and size of a building may be established by a project plan, a project of this size becomes institutional if it is designed by a limited few architects or one firm. To get a more natural development resembling a natural evolving downtown, it is important that multiple independent architects be used and that they be responsible for opposing sides of the street to achieve a harmony between buildings. Architects should not be assigned by block but rather by paseo or roadway

Harmony

For the pedestrian, there must be a richness of diversity in style, but it must also be harmonious. Building styles must complement each other and not fight each other.

Distinction

While all buildings would have a trace of distinctive yet enduring styling for Woodland Hills compared to other parts of the city, a few buildings should stand out when appropriate for their distinctive architectural style. The community center, the hotel and possibly one or two high-rises should receive this treatment. If every building is distinctive from the rest, then harmony is lost and chaos presents itself to pedestrians.

Building Materials

Classic materials should be used in innovative combinations. Natural materials have a lower embedded energy content than synthetic manufactured materials. For a project this size, the variety of materials should be a feast for exploration without being trendy. Classic materials can lend an aura of stability and strength that reflect on the community. Woodland Hills is more than being HIP. Many people in the community are fearful of glitz and glam,

While most people want this project to be a "Green Project" we should avoid Gizmo Green elements that are useful for only a short time before requiring replacement.

Building Forms

Use of arcades and colonnades should be encouraged to provide protection from severe and inclement weather. Minimum height requirements may be necessary to maintain openness.

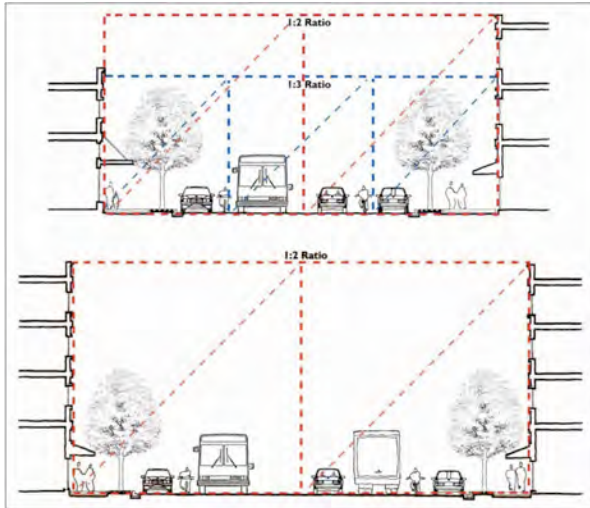
Urban Design

Good urban design is about creating comfortable and functional public space. The placement of buildings in relation to the street, the arrangement of the roads and pathways determines the public space. Pedestrians are more comfortable in spaces that are like rooms and uncomfortable in wide open spaces that do not offer protection.

Building Roof Lines

In creating a public room, the perceived ceiling should not radically vary in height. Going down a street face the building heights should not vary more than 10% from one building to another adjacent building face.

Building Heights



In creating a public room, there is a preferred ratio of street width (ROW) to building height. The outer limits are 1:1 and 3:1. The ideal (2:1) building height at the property line is equal to the distance of the building from the center line of the street. Buildings along Topanga Canyon Blvd. should be 90 ft tall if they are 90 ft from the center line of the road. Additional height can be given if it is stepped back from the street face such that the Street “Face” of the building is at the recommended height to create the public room. Consideration should be given to how wide the boulevard should be and how much ROW can be achieved on the west side on Topanga Canyon Boulevard. A realignment toward the east might be necessary to achieve a beautiful Boulevard.

Building Spacing

In terms of spacing buildings by streets, this is determined by block size and street width in relation to height. Taller buildings require greater spacing. Paseos between buildings need not adhere to height:width ratios, but they should be at least 60 ft wide to allow for emergency vehicle traffic and landscaping.

Building Massing

Guidelines should be established for lot coverage and massing that allow for maximum useful public space and buildings that are not oppressive to pedestrians. Courtyards and plazas for buildings should be encouraged.

Roadway Pattern

A grid pattern is the most efficient pattern for traffic flexibility. On infill projects it is important to maintain any existing grid links and to fill in the pattern where it does not exist. A grand boulevard should run up and down the middle of the project area with parallel avenues further bisecting the lot/city block into 4 sub-blocks. Avenues or paseos should likewise bisect and quartersect the city block in the north-south direction to the maximum degree possible. The existence of high-rises and incomplete ownership of the block compromises the strict implementation. Effort must be made to layout the roadways to allow for future implementation.

Block Dimensions

For blocks with interior surface parking and alleys, the ideal width would be 400 ft. The distance between Topanga Canyon Boulevard and Owensmouth allows for a grand boulevard of 150 ft width for vehicular traffic and two parallel Limited Vehicular Access Avenues of 90 ft width with blocks 200 ft in width running east and west. The length of the blocks would vary between 250 and 450 feet, due existing conditions, with 90 ft paseos or avenues running east and west.

Building Signage

A system of signage should be established that is related to the type of traffic expected to encounter or utilize the signs for navigation. Signs facing roadways with vehicular traffic will need to be larger than signs on pedestrian or limited access routes. Size should also be related to street width. Accommodations must also be made to allow placement to allow visibility in arcade and heavy foliage situations.

Electrical lighting and intensity of signage should also be related to the distance from the roadway. It must not however be so intense as to annoy pedestrians or adjacent occupants of nearby buildings.

Branding signs for Westfield should be restrained in frequency and size. They should serve to identify the environs but not overly intrude in the pedestrian experience such that everywhere they look they encounter the name Westfield. Even though the project will remain private property, an aura of public space should be maintained.

Billboards, MegaSigns, Wall Graphics

Billboards are not appropriate on boulevards of the type we intend for Woodland Hills. Likewise commercial graphics on building walls and vertical surfaces are not appropriate to a pedestrian environment. Those types are only appropriate to areas of low density sprawl adjacent to high speed motorways.

Kiosks

Unlike vendor carts, Kiosks for food, information, directions, etc. should be permanent and built to reflect that they are permanent fixtures of the public realm. Quality must be equal to the buildings that surround them. Signage should be allowed but be consistent with regular building requirements. Kiosks dedicated to advertising should be restricted to 675 or 50% of the vertical surface area and should not have moving images or be excessively bright.

Transportation / Accessibility

The Key to a Successful Destination

If transportation and accessibility beyond personal automobiles cannot be incorporated into this project both near and long term, this project will not be successful and could become a community white elephant.

Pedestrians

The pedestrian mode is the cheapest form of transport although that means it is also the slowest. It is however a vital activity for the health of humans and the ability to walk and rate of travel has been found to be a good indicator of life expectancy. Walking must be encouraged and it's economical. Pedestrians have in the past been treated secondary to automobile use. That priority needs to be reversed.

And when walking is inadequate, access to other forms of transit besides personal automobiles is important.

Trolley Shuttle

Absent the development of a robust transit system in Woodland Hills, this is a must have feature of the Village Project. Care should be given to develop appropriate routes and stops for the shuttle as it exists and the services that may someday replace it. Project requirements should be strong enough to perpetually mandate the availability of this or a similar transit service yet worded with enough flexibility to allow replacement with a superior service at some point in the future.

Orange Line Connection

Access by shuttle or other transit means is essential to limiting vehicle traffic in Warner Center. The Village is too far away from the Orange Line to expect general pedestrian traffic between the two points on the north end. The southern end of the project is closer to the transit hub which terminates the Orange Line. Consideration should be given to scenarios where this may not always be the case as the transit system changes over time.

Future Streetcar Locations

With the density increase that can be anticipated, a streetcar system can be anticipated and should be planned for. The optimal route for such a system would be to connect Sherman Way and Ventura Boulevard via Owensmouth Ave and Variel Ave through to Alhama. It can also be anticipated that another line, possibly an extension of the Orange Line would run west on Victory Boulevard. The intersection of Victory and Owensmouth can therefore be anticipated as a significant transit hub and care should be given to orient transit sensitive or transit dependent uses accordingly.

Bus/Transit Stops

Access to busses and transit requires convenient, well furnished transit stops. Adequate space must be provided on the roadside to accommodate expected volumes of travelers now and 20 years from now. They should be located to facilitate maximum mobility and mode transfer.

Amenities that support travelers must be located conveniently. This would include shelters, newsstands, beverage kiosks, drinking fountains, directional signage, etc.

Transit Hubs

Pursuit of scenarios in which transit services beyond the shuttle might run through the Village should be considered and consideration should be given to facilitate a site or sited that can be utilized as transit hubs on the 3 Westfield properties.

Taxis

While taxis are not even seen in Woodland Hills today, the presence of taxis could occur in the next 20 years. Consideration should be given as to where taxi stops would be located and how they would be accommodated so as to not become a traffic problem.

Neighborhood Electric Vehicles

As energy prices rise, the presence of these vehicles are bound to increase and special travel lanes and routes may be necessary for them. These vehicles are limited to 25 mph and would not generally travel along with high-speed traffic.

Personal Electric Vehicles

Segways and wheelchairs are two examples of personal electric vehicles. Seniors are also making greater use of motorized scooters due to the fact of increased obesity on the population and the marketing of these vehicles by their manufacturers to the disabled population.

Considerations much be given to the potential needs of these users for pathways and parking plus other problems that would be related to their use in a pedestrian environment.

Bicycles

In Holland, 40% of the population uses bicycles for transportation. We should look to Holland as an example for how to integrate the use of bicycles within Warner Center to travel to The Village. It is a form of travel that can be used successfully in dense populations. Safe and adequate routes and lanes must be developed within and outside the Village. Consideration should be given as to the needs and requirements of the users of bicycles and how this greater use of this means of transit can be fostered.

Skateboards

Consideration should be given to the needs and habits of those who use skateboards for transit and what the implications are when numerous skateboards are in use within the Village. Design of alternative travel space different from pedestrian space might be considered.

Freight

Commercial Freight Trucks

Freight deliveries and departures are sure to be an important design consideration. With the presence of retail and commercial entities, it can be anticipated that there will be a significant amount of delivery and shipping activity on the site.

Trucks do not get along well with all forms of other transportation. Efforts must be made to separate their activities from the rest. This presumably means deliveries at hidden docks on limited access roads.

Loading docks should not be visible from pedestrian travel ways as they represent a dangerous place and the potential for danger to encroach upon them.

Shopping Carts, Strollers and Wagons

Personal Freight transport is another consideration. Pedestrians can be anticipated to purchase more than they can carry. It can be anticipated that they will resort to using shopping carts, wagons and strollers to transport their goods home when walking. Consideration should be given to the presence and needs of these means of transport in the pedestrian zones in regards to what problems they would create and what can be done to mitigate them.

Parcel & Package Transportation Within Westfield Properties

Some means of transferring packages between shops and parking garages needs to be developed in order to facilitate the concept of park once to shop at all three Westfield properties. At a minimum, the Trolley shuttle should be accessorized to transport packages, along with or independent of shoppers. Additionally, some means of storage at the destination must be available for shoppers to pick up their parcels at their time of departure at the site from which they will be departing.

While the service may initially rely on the trolley shuttle, consideration should be given in the design process to reserve or allocate space in the podium structure or underground to accommodate a conveyor, train, or pneumatic system in the future.

Package Delivery Service

Creation of a local parcel delivery service including meals might be a valuable means of limiting demand for parking. One of the things that can discourage walking to the Village is the need or inability to carry parcels back home. A delivery service provided by the merchants at a subsidized cost might serve to encourage more walking. Walking benefits the merchants in that pedestrians are more likely to encounter their shops and enter in.

Traffic, Streets & Parking

Traffic

Automobile traffic is not the only traffic to be addressed. Pedestrians and traffic due to trucks and smaller vehicles need to be addressed. Auto use needs to be minimized and other forms of traffic need to be improved.

While signal coordination will improve automobile traffic problems, they will only provide temporary relief. More use of mass transit needs to be provided and the pedestrian environment needs to be given much greater importance to create a great neighborhood and project.

Travel to the Villages will come from all directions. Some will come by the freeway from outside the community. Many will come via surface streets with Topanga Canyon, Victory Boulevards being the primary routes supported by Canoga Avenue and Desoto. Major intersections of these streets need close attention for finding better means of keeping traffic flowing, especially the major portion of traffic which is just passing through.

Highway 101

The freeway is a major source of frustration for many people in Woodland Hills. The city must work with CalTrans to find solutions in a project that is solely for Woodland Hills.

One problem for Warner Center is that the freeway blocks free travel on Owensmouth and Variel (if it went through to Alhama) to Ventura Blvd. Access via overpass or underpass would increase the travel route options without requiring greater widening of Topanga Canyon, Desoto and Canoga which would be detrimental to pedestrians and make creation of boulevards more difficult.

A common off-ramp lane and a common on-ramp lane for all 5 Warner Center exits (3 existing plus 2 new for Owensmouth and Variel) should be investigated to increase the number of access points without causing crossover problems.

Streets

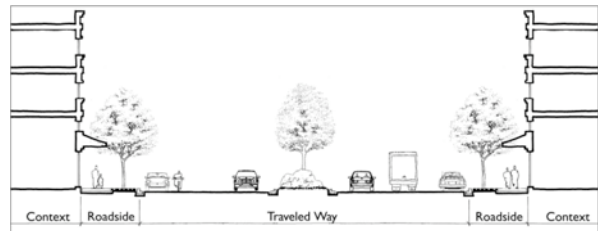
Streets are an important and vital part of the public space that handle more than automobile traffic. Use by cars needs to be de-emphasized and other means of travel need to be fostered. It is time to stop making Woodland Hills a grid of barren expressways.

Boulevards

Given the existing setbacks, Woodland Hills should move towards converting its main streets (highways) to true boulevards with medians and roadside zones that favor pedestrians better, enhance the microclimate and reduce air pollution.

There is much more information on travel issues in Warner Center than what is provided here. Please refer to the publication, *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities*, from the Institute of Transportation Engineers.

Roadway (Travelled way)



Boulevards for this commercial area should have a target speed of 30 mph and design speed of 35 mph. The number of travel through lanes should be 2 to 3 in each direction. Lane width should be 10 to 11 ft. Parallel parking lane should be 8 feet wide and bike lanes should be 5 to 6 ft wide.

Medians

Medians should be 14 to 16 ft wide to accommodate turn lanes. Medians should be landscaped and if wider can include a pedestrian zone down the center.

Roadside Zones

Edge Zone - 1.5 ft (2.5 for diagonal parking)

Sometimes referred to as the Curb Zone, the area between the face of the curb and the Furnishing Zone, an area of required clearance between parked vehicles or travelled way and appurtenances or landscaping. Provides space for parked vehicle door swings, parking meters and overhang of diagonal parked vehicles.

Furnishings Zone - 7 ft (Trees in 7 ft wells)

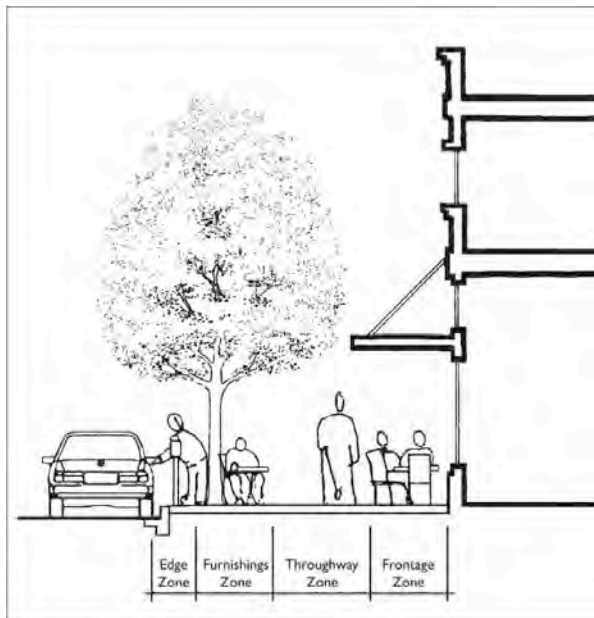
A multi-purpose area of the roadside that serves as a buffer between pedestrian area and vehicle area within the curbs. It provides space for street trees, planting strips or boxes, street furniture, sign poles, street lights, pedestrian lights, bus shelters, bike racks, kiosks and utility cabinets. It can be used in exceptional cases as extensions of sidewalk cafes as long as the pedestrian thoroughway remains clear.

Pedestrian Thoroughway (Sidewalks) Zone - 10 ft

The zone in which pedestrians travel. No obstructions are allowed in this zone and minimum clearances in height and width must be maintained and comply with ADA requirements.

Frontage Buffer Zone - 3 ft (15.5 ft for dining)

The space between building faces and the pedestrian travel way. Provides a buffer distance from vertical surfaces to allow for ingress and egress to building, window shopping, outdoor seating and dining, merchant displays and overhang signage, awnings, bay windows.



Building Overhang

Arcades may be allowed over the Pedestrian and Frontage zones if height is equal to or greater than half the width of the roadside zone.

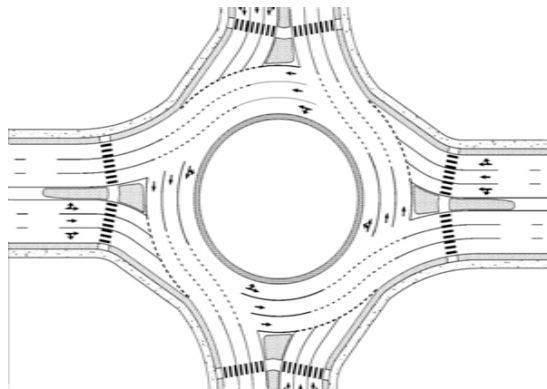
Intersections

Grade Separation

Many intersections near the Village project will be heavily affected by increased traffic from this project and others in the community. Signalized traffic control can only accomplish so much and waiting at signals is still exacerbating for motorists that are just passing through. Therefore consideration should be given to investigating means of grade separation.

Consideration should be given to having east-west highways recessed (such as Victory between just west of Topanga to just east of Owensmouth) and north-south highways pass over them. De Soto Ave. should pass over the Orangeline busway and Victory.

Roundabouts



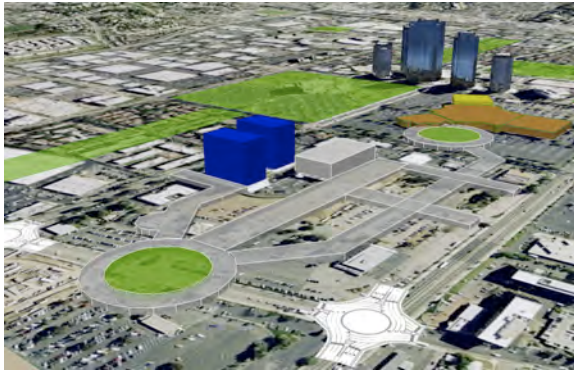
Roundabouts should be considered on Topanga Canyon Boulevard and Victory Boulevard instead of signaled 4-way controlled intersections. Roundabouts are traffic calming but also allow continuous flow of through traffic. Roundabouts have been designed up to 3-lanes with a diameter of 260 feet.

With eastward realignment of Topanga Canyon Blvd. using a land dedication from Westfield, a roundabout could be done to replace the intersection.

Bridges

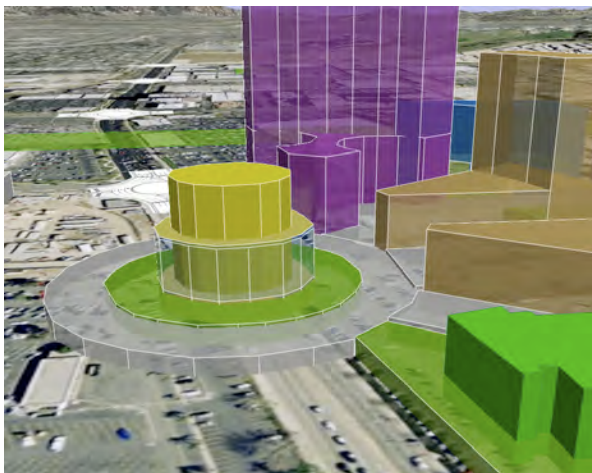
Westfield has proposed bridges over Victory and Erwin which also serve to elevate traffic to the podium height with the elevated buildings. The bridges should serve more than access between Westfield Properties. Additionally, instead of being located near Topanga Canyon Blvd., the bridge should be located mid-block to better connect with a backbone boulevard that runs down the middle of the project block which could go all the way through at some point in the future when land is acquired for that purpose to complete the grid.

Grand roundabout connector



Consideration should be given to the possibility of creating a large elevated roundabout that would serve to connect the Topanga Plaza with the Village and another one at the Promenade.

If it were a two level roundabout, with Victory realigned to divert half of the travelled way around each side of the base, you could build a civic building in the center.



The roundabout at the Promenade could contain an outdoor theater or skateboard park.

Parking

Westfield has proposed some parking structures including one on Owensmouth and open lot parking along Topanga Canyon Boulevard. The bulk of the parking spaces are intended to be provided under a podium for the buildings built above. This strategy needs strong investigation and rethinking.

The primary philosophy of park once is a good one and structures should be accessible to a trolley for intra-project transport.

Open Lot

Open lot parking is the worst form of parking in an urban setting, being a significant waste of land, makes vehicles vulnerable to theft and burglary and requires nighttime

illumination. This type of parking should not be utilized in the Village project.

Storefront

Storefront parking is advantageous in certain circumstances in a low traffic environment. Diagonal parking as proposed by Westfield can be challenging when traffic doesn't have gaps to back out. Parallel parking is often easier, although it has a lower yield of spaces. Storefront parking should only be allowed on multi-way boulevards with slip(access) streets and the parking should be reserved for non automobile vehicles such as electric vehicles and small hybrids. Traffic calming devices such as curb bump-outs and narrowed lanes should be used to keep speeds down. Storefront parking has the advantage of offering better security than the other forms proposed.

Podium

Podium parking offers advantages and disadvantages. Because it is spread out, it can handle a lot of cars unseen and it supports the base of buildings above. It is underground parking without it being underground. It could be used as shelter after an earthquake presuming that it does not collapse in the earthquake.

The disadvantages are that it makes almost the entire lot impermeable to water, requires all vegetation to be in containers, complicates future replacement of buildings piecemeal as needed, complicates the placement accessibility of utilities for repair plus it presents increased security risks for parkers and vehicle related crimes. Video surveillance in such a structure would be more difficult and security risks requires 24/7 lighting and ventilation. Additionally, the size will require long cruises to find parking when demand is heavy which means wasted fuel and unnecessary hydrocarbon emissions. With state mandated efforts to reduce green house gasses, this structure should be avoided.

Conventional Parking Structure

Conventional parking structures have problems similar to podium parking. The additional need for ramps increases the time for finding parking spaces in peak times and it takes longer to exit the structure during peak use. Same security risks, lighting requirements, ventilation, even more greenhouse gasses and time lost entering and exiting are the significant drawbacks to this structure.

Liner buildings

Liner retail shops and businesses must be a part of the ground level of all parking structures, particularly those of the conventional type. Liner shops are needed on street faces to interest the pedestrians and provide eyes on the street and hide the blandness of a parking structure. Auto related businesses would be a good choice for liner buildings on interior roadways. Even fueling stations and

car washes can be incorporated into parking structures to reduce driving.

Automated Stacked Robotic Parking

This is a new type of parking structure requires up to 30% less space to park the same amount of cars. Cars are dropped off and retrieved at an entrance bay. They are secure, do not require constant ventilation or around the clock light. No fuel is burned by the vehicle in the process of storage and people may even get to their car quicker than strolling through other structures. Theft and burglary are virtually eliminated. Space can be flexibility reallocated between uses and cars tied to separate uses need not be separated.

This type of structure is easy to integrate into buildings or when standalone, the outside skin can be constructed to look like any building that is not a parking structure.

Another advantage is for those carrying numerous packages. Bring the car to where the packages are instead of carrying the packages to the car.

This type of parking be strongly recommended as being better than what has been proposed.

Non-Auto Vehicle Storage

Bicycle Storage

Bicycle racks on the sidewalk are certainly economical. When there is low ridership they are not a pressing problem. However, if bicycling is promoted, a better means of accommodating bike parking is required because large numbers of bikes on the sidewalk would hinder pedestrian movement.

Consideration should be given to the provision of storage lockers, but also one or more centralized parking valets that could hang bikes vertically. An attended kiosk setup could facilitate bike storage. The potential of theft or difficulty in storing bikes is a great deterrent to their use.

Personal Electric Vehicle

Accommodation should be made to offer people with Segway and other similar types of electric transportation vehicles to have a place to park or store their vehicles. Additionally, power conduits to storage spaces should be installed in the event that charging of vehicles is desired. Use of Segways in buildings should be discouraged or disallowed. In the case of Segways, Covered areas with posts to secure the vehicle may be necessary. Dealers of Segways should be consulted on this matter.

Electric Vehicle Parking

On restricted vehicle access paseos and avenues, some storefront parking could be allowed for Neighborhood Electric Vehicles that are golf carts on steroids.

Carts and Wagons

As more people walk, it can be anticipated that they may make use of shopping carts and personal wagons to transport their packages and purchases. Consideration should be given as to what must be done to accommodate the use and presence of wagons, shopping carts and possibly strollers.

Service Vehicle Parking

Forethought and consideration should be given to the requirements posed by having service vehicles come to the site and provision of convenient and accessible means of parking close to their point of service.

Civic and Cultural Considerations

Civic Facilities

An important part of a community's center is its civic buildings and facilities. If the Village project intends to become a town center, it needs to offer the anticipated civic/community uses encountered in a downtown center.

Funding for the civic facilities should come from a series of grants or endowments provided by businesses and/or property owners that benefit from patrons attracted by the theater to their business. Additional funding could come from a Community Facilities Investment District.

Community Center

Day Care

A Day Care Center was part of the original tract. Consideration should be given to maintaining that use if possible due to the expected increase in employees in the immediate area. Another need is for elder day care. Given that The Village promises to be very pedestrian oriented, this would be an advantageous environment for seniors.

Library

As a destination point with transit access, a branch location of the city library would be important so that people could at least return and pick up books reserved on line and reduce one trip to the neighborhood branch which often has inadequate parking. This could be part of the community center if it has convenient access.

Museums

Woodland Hills residents are seeking sources of culture and arts. Museums would offer one or more points of interest that would make the Village a desirable destination for local and remote visitors. Most museums are inconvenient destinations for residents of Woodland Hills.

Theater

Many people find that traveling to downtown LA, North Hollywood or Thousand Oaks is no longer viable for seeing live theater or musical performances. As an urban center, Woodland Hills needs an interim facility for these performances until a true performing arts center can be sited and built in Woodland Hills at a site with more room available. The presence on numerous restaurants and residential density with adequate parking in off-hours makes it a good use for this site. This should not be compared to the Madrid Theater, because Canoga Park does not have the same level of environs as an activity center to attract patronage.

Senior Center

There has been numerous calls from seniors for a senior activity center. A senior center needs to have good access to public transit and provide an inviting environment to those who are no longer able to drive or as agile as they once were. The pedestrian orientation and numerous sources of interest will make the Village an excellent site for a senior center as opposed to the alternative often offered at school sites in remote neighborhoods not served by transit.

Recreation

Skateboard Park

Many teenagers use skateboards for transportation but they also use them for a form of sports activity that can become a public nuisance when a venue more appropriate than the public realm is not available. Providing a skateboard park at economical rates for teenagers will benefit the entire community.

Ballroom Facility

Ballroom dancing has undergone a revival in recent years and is very healthy. Unfortunately there are very few venues with appropriate floors and space for many people to enjoy this sport. Including a ballroom facility

August Steurer

would provide unique opportunities for Woodland Hills. A floor of 5000 sf should be the minimum for a successful venue in an urban center. One option is to integrate the community center with the hotel for joint use of meeting rooms and ballroom area. A plaza around the ballroom lined by restaurants would also be beneficial and is worthy of investigation.

Public Sports Facility

Woodland Hills needs facilities for all kinds of recreational sports for the public as opposed to professionals. Roller skating, ice skating, basketball, tennis, bowling, hockey, soccer and softball are all sports that could use more venues.

Utilization of building roofs for recreation is worthy of investigation.

Schools

Chatsworth High School is nearby. Efforts must be made to divert as much traffic and deliveries away from the school. Considerations must be made that the Village may attract students after school and the problems that may result from congregating students.

Parks

Woodland Hills and Canoga Park do not have the amount of Park and Recreation space that the citizens expect and desire. As a good corporate citizen and neighbor, Westfield should contribute toward providing that amenity, especially for a “downtown” or urban center. The Village project is not large enough to provide a decent size park without hurting the success of serving as a urban center. Therefore contributions toward providing offsite the recreational services that cannot be accommodated onsite should be considered.

Land Uses and Distribution Mix

Proposed

Westfield has proposed a mixed-use development with floor space mix of 27% Residential, 24% Retail, 4% Restaurant, 11% Hotel, 31% Office/Commercial, 2% Grocery and 1% for a Community Center.

Residential

While many people in Woodland Hills feel that there are too many apartments and condominiums in Warner Center, most of the units recently built or under construction are too far away to take advantage of The Village without driving a personal vehicle and there is inadequate or nonexistent transit for them as an alternative. More residential at or near The Village is necessary to support the businesses without creating additional traffic.

For six-story buildings, floor space on levels 5 & 6 should be allocated to residential. No more than 50% of such building should be allocated to residential. Spreading the residential across multiple buildings offers the potential for greater diversity in housing and potential greater economic diversity. Single-use buildings devoted to residential tend to develop as uniform offerings with subsidized housing for some units. Such uniformity may be advantageous to the developer, but it is not so for the community.

Flexibility of Use

In the case of residential over retail or commercial, buildings should be designed to be flexible for different uses. In other words, the floor of commercial or retail below residential should accommodate conversion to residential and back again as the market changes.

Hotel

The amount of hotel required for Woodland Hills is hard to know for the average person. My assumption is that a building solely dependent on the hotel business is at greater risk to suffer from economic downturns or changes in the market than one that has mixed residential use.

A larger building that has condominiums or commercial space in addition to hotel rooms might be more advantageous to the community, especially if there was the flexibility to convert back and forth with the market.

The location indicated by Westfield for the hotel is not optimal. Due to the likelihood of the Victory/Owensmouth intersection to become a significant transit transfer node, it would be better to have a hotel located on that corner adjacent to transit. In addition, the architecture of the hotel would be more prominent and visible as part of the gateway to Warner Center on Victory.

Retail

Many people in Woodland Hills are concerned that there is too much retail in the mix. The amount of retail should be determined primarily by the floor space at ground level and maybe 50% of the second level floor space.

The immediate vicinity is already retail rich with the adjoining malls, so retail space beyond what is on the ground floor (where retail should be) is not desperately needed. Too much retail in the area exacerbates traffic by drawing buyers away from other areas by having everything possible in one place. While this is convenient for the shopper, it causes a densification of automobile traffic.

Grocery

Warner Center is in desperate need for a grocery store and the Village is a good opportunity for getting one. The location on Topanga as proposed by Westfield is not ideal. A grocery store will generate many trips. Ideally many of those trips would be by transit. The grocery store should be located on the ground floor of a parking structure on Owensmouth that has easy access to streetcar and bus transit stops at the corner of Victory Blvd. and Owensmouth Ave. Traffic would be drawn away from Topanga which will be necessary to keep Topanga Canyon Blvd flowing. Shoppers arriving by car should enter via a roadway to a rear entrance to the overstore parking facility. Ideally, an automated robotic facility would be useful to deliver the car to where the

grocery cart is for loading. This would eliminate shopping cart retrieval and make it easier to police the disappearance of carts into the neighborhood if carts cannot be removed from the store. There should not be open lot parking in front of the store. The store should sit on the sidewalk edge to be friendly and accessible to pedestrians and transit users.

On the front of the store at the sidewalk, the boutique shops within grocery stores today should be encouraged to be placed as liner stores on the sidewalk to offer a highly fenestrated face with displays of bakery goods and flowers offered to pedestrians. There should not be any drive up parking on the street for loading groceries. This activity should occur off-street.

Commercial or residential use should be placed above the parking if necessary to take the building to 90 ft if the building sets at 90 ft from the centerline of Owensmouth to maintain the existing setbacks of adjacent buildings.

Commercial/Office

Woodland Hills needs more space to house businesses so that we can get more jobs closer to our residents. Commercial use is also needed to support the retail/restaurant business in the immediate area. Most commercial space is far enough away that workers need to drive personal vehicles to get to the mall as transit is not convenient or existent.

Floor space on levels 2 through 4 should be allocated to commercial. For a six-story building, 50% of the space could be allocated to commercial/office use.

Rent Diversity

Commercial use should be distributed through the project on mid floors between retail and residential. This will allow a greater variation in offerings of space and possibly a greater diversity in rents.

Much as workforce housing is required, consideration should be given to entrepreneur or small business commercial space being incentivised to a percentage of the project at reduced rates for initial periods of time.

Community Center

There is great demand for a community/senior center. Economic considerations will dictate how much space will be made available. Because of the need by many seniors to use transit, a community center should be located a close to the major transit points as possible.

Recreation and Parks

As a destination for pedestrians, open space in the form of parks, plazas and squares should be encouraged. TO the extent that recreational sports usage can be incorporated into buildings, this should be encouraged

and allowed. Ideally, they should be located away from Topanga Canyon Blvd and Victory Blvd due to the microparticulate pollution from heavy traffic on those roadways.

Pets

The presence of pets, primarily canine types, can be anticipated and residents of the area will use the Village as an area to exercise their pets. As such, thought should be given as to the needs of pet owners and what problems might be anticipated due to the presence of pets in the project.

Police, Fire, Medical Response / Accessibility

Public Safety

As a large commercial center seeking to be the gathering place with many entertainment and social venues, there is an increased risk of crowds becoming a problem.

There is also the risk of criminals attracted to the density of people to be preyed upon. There is also a greater chance that someone will have a medical emergency.

Police Sub-stations

A police sub-station should be part of the community center and staffed 24/7 with police paid for by Westfield on a permanent basis. Police should have a mobile presence with bike patrols, especially when some areas may have limited vehicle access. Bikes or Segway units are more efficient in maneuvering through crowds.

Emergency Services Response

Emergency Response Personnel should be on-site with mobile trailers to carry medical supplies to reach stricken persons easily and quickly.

Fire Prevention

Inflammable materials should be used in construction of all public areas or treated to minimize fire. Landscaping should be maintained to prevent accumulation of flammable material. Consideration should be given to the need to have special fire equipment available on-site for use by emergency personnel to respond and maneuver in vehicle restricted areas to contain fires until regular fire units arrive.

Earthquake/Disaster Preparedness

As a large project with a high density of people in a central location, the project must be prepared to deal with the aftereffects of a significant earthquake.

Emergency supplies should be maintained to feed and treat a large number of people for several days.

Construction planning must provide for areas that can provide temporary shelter.

Crime Prevention

As mentioned above, an area with lots of people can present a rich environment for criminals. Likewise a deserted, secluded area can also present opportunity for criminal activity. Security is important for creating a public place that is comfortable. Design considerations should be taken to not put people at risk in the design of structures and public areas.

Parking Security

Auto theft and burglary are a big problem in Southern California. Elderly and female shoppers are often uncomfortable in large parking structures at night or in areas with few other people. Use of parking with restricted access such as automated robotic parking structures should be considered and promote.

Video Surveillance Systems

Because of the large areas to watch and to retard criminal attraction, a system of video cameras should be established to detect early crime and unruly crowd generation.

Terrorism

Care should be taken during planning to avoid creating lucrative target opportunities for terrorists. Nothing can be totally prevented, but thought should be given to any plan as to whether or not it presents a higher risk of attack by virtue of the design and placement.

Energy, Water & Sanitation

Solar/Wind Energy

The capture of solar and wind energy should be encouraged to power onsite usage to the extent that it does not cause glare or unacceptable noise.

Recycling

Water and trash recycling should be required. Separate trash cans should be provided through out the project to collect recyclable materials or a service should be contracted to separate the trash if necessary. Separate containers are preferred as they reinforce the idea with the populace.

Consideration should be given to using recycled water for landscaping and water features.

Trash Collection

Facilities and means should be established for the easy collection and sequestered storage of trash onsite until pickup by refuse company.

Water Conservation

While not all landscaping should be drought tolerant, some should and efforts should be made to use reclaimed water for landscaping that is not drought tolerant and reclaim the runoff or excess for reuse in other landscaping. Irrigation methods that maximize the efficient use of water should be employed throughout the project.

Green Roofs

Green roofs are effective in modifying the microclimate and they are useful in retaining stormwater for slow release. Parking structures are good candidates for green roofs. In addition they can serve as playing fields if they are large enough.

LEED Certification

The LEED point process can be gamed. Until it is corrected to place more emphasis on energy consumption, care must be given to scrutinize the real

net efficiency of power use if LEED ratings are used incentively.

Water Permeable Surfaces

All non-general roadway surfaces should be permeable except the minimum amount that may be necessary to facilitate transport of disabled people. Water should be retained in the adjacent soils to minimize the need for irrigation. Permeable surfaces may be of varied types and colors as long as they do not present a trip hazard to persons of limited agility using supportive devices or vehicles. The surfaces improve pedestrian safety in that they reduce the accumulation of runoff in pedestrian paths and gutters.

Shade Structures

Building arcades, permanent structures like pergolas and colonnades or umbrellas should be present to provide shade in those circumstances where it is not provided adequately by trees. Shade is necessary for pedestrians and parked vehicles alike. Solar panels can also be utilized to provide shade in some cases.

Air Conditioning and Heating

The use of passive means of Air Conditioning and Heating should be encouraged and the use of electrical based Air Conditioning and heating using power from off site should be discouraged.

Environmental air conditioning through water evaporation should be allowed during extreme heat.

Parking Structure Power Usage

Consideration should be given to the amount of power used to light conventional parking garages to provide ventilation and security around the clock. The use of automated robotic garages that do not require illumination of the interior except for maintenance should be considered.

Utility Placement

The placement of utilities should be done as if the streets were public rights of way in the event that those

August Steurer

roadways and easements were to become public at some point in the future.

Assuming that podium parking is not in use, some consideration should be given to locating all utilities in tunnels under pedestrian zones so that at some time in the future , freight tunnels may be located under the roadway.

Pets

Dogs as pets often require space for recreation and sanitation can be a problem. As pets, primarily dogs, can be expected to be present, provisions should be made for the sanitation needs of dogs and the support for cleanup by their owners.

Air Quality, Wind & Noise

Construction Dust & Noise

Precautions should be taken to limit dust and noise due to construction. Pile driving should be limited to daytime business hours. Deliveries of construction materials should occur during non-peak traffic hours and even at night when the delivery generates only minimal amount of noise. In the event of phased construction, bare land not under construction should be landscaped to minimize dust and erosion.

Freight Deliveries

Freight trucks should be limited to nighttime deliveries. Avenues of restricted vehicular traffic should be opened at night to allow for storefront deliveries before 7:00 am.

Concert Noise

Mitigation of noise from outdoor concert or outdoor musicians or from within entertainment establishments with open walls should be pursued where the noise may annoy nearby residents.

Street/Pedestrian Noise

Mitigation of noise from street activity and pedestrians should be addressed in those areas that include residential and hotel uses.

Vehicular Limitations

Petroleum powered Vehicular traffic that generates noise plus carbon and hydrocarbon gases and pollutants should be minimized in the project to the extent needed to provide access and transit.

Outdoor Dining

Outdoor dining should be encouraged to locate away from petroleum powered traffic. Consideration must be given to minimum distance of separation from the roadway and whether the slip streets on multi-way boulevards are satisfactory to minimize harm to outdoor diners.

Wind Effects

Woodland Hills is prone to periods of high winds. In the design and placement of buildings, considerations must be given to the deflection of winds in ways that are detrimental to pedestrians.

Outdoor Music/Audio Systems

Victoria Gardens has an outdoor sound system throughout the project playing music. Consideration should be given to the possible negative impacts of public address and environmental sound systems.

Environmental, Geology/ Hydrology, Soil & Water Quality

Shallow Water Table

The Warner Center area is reputed to have a shallow water table. Consideration should be given to how this affects the construction methods used and the stability of the soil to support the buildings. Liquifaction is an important concern in the event of an earthquake.

Consideration must be given to what might happen when the River Revitalization project removes or changes the sides of the Los Angeles river channel which is nearby. Will this result in a lower water table. Additionally, there are some claims by community members that underground streams travel through the site and the impact of construction through pile driving and soil compaction should be investigated.

Contaminated Water

Consideration must be given to the nature and possibility of contaminated water spreading from the nearby site of rocket engine manufacturing.

Stormwater Retention

Stormwater is an important source of water that is currently wasted and could be reused. Consideration should be given to the possible benefits of retaining all stormwater for reuse or percolation into the ground water.

An onsite pond should be considered for retaining stormwater and supporting wildlife.

Runoff Biofiltration

One important source of water pollution is parking lots which have liquid hydrocarbon deposits plus rubber, asbestos and carbon particulates which are carried by stormwater runoff. Runoff from all urban surfaces should not only be retained onsite, but should also be biofiltered through vegetated trap systems before retention for percolation or release to the stormwater drainage system.

Wildlife

Consideration must be given to those features of the Village that may attract wildlife. Coyotes are prevalent all over Woodland Hills as are squirrels and other wildlife. In the past, a pond at prudential was attractive to migratory waterfowl. While a delight of kids and parents, considerations of health and safety issues must be addressed. With increased amounts of landscaping, vermin control must also be addressed. As a vacant lot, the displacement of existing wildlife must be addressed.

There are many positive aspects to having wildlife present in the community and this should also be addressed. Landscaping should be considered in regard to what species it supports and whether those species are desirable or detrimental for the community.

Ashley Wright

From: Michelle Singh [Michelle.Singh@lacity.org]
Sent: Wednesday, November 14, 2007 9:49 AM
To: Rachel Kwok
Subject: Fwd: ENV 2007 3393 EAF

>>> "Bette Simons" <Bettesimons@att.net> 11/12/2007 3:39 PM >>>

From: Bette Simons
4020 Stone Canyon Ave.
Sherman Oaks, CA 91403

To Hearing ENV-2007-3393-EAF
"The Village at Westfield" planning session Environmental concerns:

To support the concept of sustainable business and reduction of "carbon footprints" in manufacturing of new goods:

1. Require one low cost or free rental first floor space for a non-profit charity thrift shop such as Good Will or the Salvation Army 2. Or, one clothing consignment store.

To support Los Angeles' effort for waste reduction:

- a. Install recycle bins as well as trash bins along all walk ways, with a requirement that the materials will be sent sorted to LAcity sanitation sites.
- b. Require a street stop for LA shuttle buses

Bettesimons@att.net

City of Los Angeles

Department of City Planning

Scoping Meeting for the Environmental Impact Report Regarding the Village at Westfield Topanga November 13, 2007

Written Comment Form

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WE ACKNOWLEDGE THAT DEVELOPERS HAVE TO DEVELOP - THAT'S WHAT THEY DO. AND CONCERNED CITIZENS SHOW CONCERN OVER OVER-DEVELOPMENT. BUT REALISTICALLY, THIS NEW PROJECT HAS AN OVERWHELMING AIR OF MEGA-PROFITING AT THE EXPENSE OF THOSE LEFT BEHIND TO LIVE IN THE AREA AFTER THE LAST WORKER HAS GONE.

NUMBER ONE ISSUE IS TRAFFIC MITIGATION. THERE IS NO WAY TO DEFY PHYSICS - IF THIS PROJECT IS SUCCESSFUL - AND WESTFIELD HOPES IT IS - A TREMENDOUS INFUX OF NEW TRAFFIC WILL CONVERGE ON THIS AREA, IMPACTING NOT ONLY THE MAIN ROADWAYS AND BOULEVARDS, BUT SPILLING INTO THE SIDE STREETS AND NEIGHBORHOODS. THE QUALITY OF LIFE OF THOSE RESIDENTS WILL FOREVER BE CHANGED - FOR THE WORSE - AND TO DENY THIS IS TO BE DISINGENUOUS. SO THE BOTTOM LINE IS, TOO MUCH DENSITY IS PLANNED FOR THE SURROUNDING AREAS TO ABSORB THE TRAFFIC.

Name: DAVE DESTLER

Address: 22912 ERWIN ST.

WOODLAND HILLS, CA 91367

dd-bay@yahoo.com

THIS PROJECT IS TWICE THE DENSITY THAT IT SHOULD BE, REGARDLESS OF WHAT IS ALLOWABLE BY THE CITY ON THIS SITE. WE NEED MORE GREEN SPACE - A LOT MORE!

Please leave this form in the box provided or mail it to Michelle Singh, Project Manager, Attn: ENV-2007-3393-EAF; Community Planning Bureau - Department of City Planning, 6262 Van Nuys Boulevard, Suite 351, Van Nuys, California 91401. This form can simply be folded and placed in a mailbox. Please remember to add postage.

**City of Los Angeles
Department of City Planning**

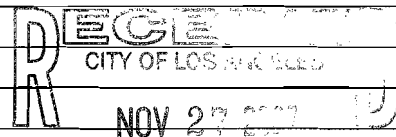
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See the attached 2 page document & one
site plan



CITY PLANNING
VAN NUYS

Name: Dennis and Karen DiBiase
Address: 20525 Aetna Street
Woodland Hills, CA, 91367

Please leave this form in the box provided or mail it to Michelle Singh, Project Manager, Attn: ENV-2007-3393-EAF; Community Planning Bureau – Department of City Planning, 6262 Van Nuys Boulevard, Suite 351, Van Nuys, California 91401. This form can simply be folded and placed in a mailbox. Please remember to add postage.

Village at Westfield Topanga Comments on Concept Site Plan

November 25, 2007

The following reflects our thoughts about the Village at **Westfield** Topanga concept site plan:

1. The City's specific plan for this area is in transition. The final result of the specific plan should be considered in the planning of this **project** if the schedule allows.
2. Although the current context of Warner Center, Topanga Mall and the Promenade Mall is very oriented toward the automobile, the specific plan is in transition. This plan has the potential for a more pedestrian approach, recognizing that the automobile in this area will always be important and perhaps take precedence.
3. **The** green spaces south and west of the residential towers are of a shape and in a location that do not lend themselves very well to public activities, maybe not even activities for the residential tenants. Being buried in the site and not properly shaped, the spaces have the potential of being empty and unused.
4. It seems the current surface parking that is located in what appears to be a flood plain **along** Topanga Blvd. is not changing much. This area requires more study. The overall plan seems to turn its back on Topanga Blvd. **The** parking will be the least preferred of all locations proposed, and thus will remain under utilized most of the time. It is an eye sore now, and needs to be looked at more carefully. Also, if it must remain as parking, a greater setback, berms for screening the parking, turning the buildings at angles, letting the pedestrian paths 'leak' out from the project's main axis are all possibilities. Other uses appropriate to a flood plain location in combination with the parking use should be considered such as sports fields, a farmer's market, public recreation/ swimming pool, art shows, etc.
5. The Village Green needs to be directly adjacent to some of the buildings and not separated from them by vehicular access on all sides. The rendering shows outdoor cafes, the plan doesn't seem to support this. There are many issues here:
 - The motor vehicle is everywhere on this plan.
 - The one way street in front of the museum could be moved west to let the green space be connected to the museum and adjacent commercial buildings.
 - Vehicular access could transverse the site instead of running **logitudinally** along the main axis. A portion of the main commercial retail access could be limited to mass transit, pedestrian and emergency vehicle uses. An example of this is the Third Street Promenade in Santa Monica.
6. In general, all the city blocks being proposed reflect buildings that max out the possible footprints. This will be very attractive to the potential developer, but will not reinforce pedestrian activities such as outdoor cafes, window shopping, street performers, etc. Wherever the motor vehicle must remain, sidewalks at least 16' wide should be considered. (It does seem that some thought at Victory Boulevard is along these lines.)

7. As currently designed, the vehicular paths seem to invite motorists to use the site as a short cut to avoid the inevitable traffic congestion at the intersection of Victory and Topanga Boulevards. Again, by restricting some of the paths to mass transit, pedestrians, and emergency vehicles only in a way to create a more circuitous route through the site would discourage such uses. Also we want to note that traffic slowing devices can be used to discourage this as well. Some of these items are currently reflected in the concept plan and include the use of narrow streets, curved streets, low speed limits, use of on-street parking, landscaped medians and numerous controlled intersections and pedestrian crossings.
8. The residential uses seem to be separated from the commercial uses which is o.k unless the residential buildings are proposed to be mixed use. If **commercial/** retail uses are located at the bottom of the towers the city's **walkable** city concepts come into play. The plan should support uses at these locations that are needed for the residents but would also require public accessibility and awareness. Uses such as banks, minimarts, restaurants, pharmacies, dry cleaners, etc. should be encouraged through design. Street parking with time limits or meters as well as easy access to main thoroughfares may help support these uses.
9. Instead of or in addition to a museum, consider including a community center offering services similar to a YMCA and more. The added **culture** of a museum would be important to the spreading urbanism of the area. A community center, however, for families, professionals after work, and teens after school would be much more a priority considering the West Valley lifestyle. It seems these facilities would require city support considering the private developer nature of the project as a whole.

Overall, we are excited at the thought of the improvements to under utilized land in this area. Please consider are comments as an aid to moving forward with the project and a reflection of our support.

Please feel free to contact us at any time if any of these comments require clarification.

Dennis and Karen **DiBiase**
20525 Aetna Street
Woodland Hills, CA 91367
Evenings- **818.346.9567**
Daytime- **310.394.0273**

OWENSMOUTH AVENUE

ERWIN STREET

Not a Part

Not a Part

TOPANGA CANYON BOULEVARD

VICTORY BOULEVARD

LIMIT ACCESS
DISCOURAGE
SHORT CUTTING

Item 5 -
Connect the
Village Green
with some of
the buildings

TRANSVERSE
ACCESS
ONLY
(VEHICULAR)



Source: Westfield, LLC, 2007

Figure 3
Conceptual Site Plan

City of Los Angeles Department of City Planning

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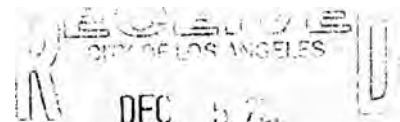
Hello Ms. Singh.

I was looking over the Summary table and feel that the Community/Cultural use sq. footage is extremely low in proportion to the rest of the development. I do like the area in the plan that provides angled parking directly in front of shops/businesses. I realize these spots may be difficult to find during the busiest times, but it connects with the community feel better by breaking it up. The biggest concerns remain however: designed, inconvenient to get to or to go by, water, crime and traffic.

Name: *Doris Mullen*

Address: *23409 Hatteras
Woodland Hills, CA
91367*

Please leave this form in the box provided or mail it to Michelle Singh, Project Manager, Attn: ENV-2007-3393-EAF; Community Planning Bureau – Department of City Planning, 6262 Van Nuys Boulevard, Suite 351, Van Nuys, California 91401. This form can simply be folded and placed in a mailbox. Please remember to add postage.



CITY PLANNING
VAN NUYS

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- 1 we are already told to conserve water and now Westfield wants to add 300 apt units and a hotel too.
 - 2 Why are we trying to attract more people to the valley when we're already gridlocked?
 - 3 Crime has increased with the current mall expansion what will this new development do and how will our police force protect surrounding areas that are impacted?
 - 4 I'm worried that this project will swallow up businesses that I now visit.
 - 5 Traffic, Traffic, Traffic
- Name: Deis Miller
- Address: 23409 HATTERAS
WOODLAND HILLS, CA
91367

Please leave this form in the box provided or mail it to Michelle Singh, Project Manager, Attn: ENV-2007-3393-EAF; Community Planning Bureau – Department of City Planning, 6262 Van Nuys Boulevard, Suite 351, Van Nuys, California 91401. This form can simply be folded and placed in a mailbox. Please remember to add postage.

Ellen A. Dixon
7471 Ponce Avenue
West Hills, CA 91307
November 23, 2007

City of Los Angeles
Community Planning Bureau ~ Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401



Dear Project Manager Michelle Singh:

CITY PLANNING
VAN NUYS

My husband and I are 17 year residents of the Los Angeles Community of West Hills, which will be directly impacted by the proposed The Village at Westfield Topanga multi-use project. I am not only a resident and parent of two children who attend a local elementary and middle school, but I am also a real estate appraiser and former architectural designer. In the past, I have worked in retail in the Promenade Mall for over 7 years, and am familiar with some of the issues surrounding the Promenade Mall, the Topanga Mall, and their connection to each other and the community.

My writing is in direct response to the call to the community for comments regarding the pending Environmental Impact Report on The Village at Westfield Topanga project, due November 30, 2007. I have attended the recent meetings regarding the project which have been open to the public, I realize that the purpose of the Scoping Meeting and comments are to make sure all issues regarding the public and its concerns are adequately addressed, and so I do have some comments on the project which I would like to share.

My first comment is that I think developing the center parcel, of 3 owned by the Westfield Company, as the proposed The Village at Westfield Topanga would create a fantastic opportunity to make a retail and cultural complex in the West Valley that would be its own destination for shopping and other uses, similar to the South Coast Plaza in Costa Mesa. I embrace the project. I think the concept of connecting the properties directly by pedestrian and vehicular bridges over Victory Boulevard **and/or Erwin** Streets is a great idea that is a key to the success of the project, as it would help to contain **traffic** and parking between the three different Westfield parcels. Otherwise traffic is a concern for the six major arterials encompassing the properties, and could impact traffic in a negative way as people shop between the different centers, and move around Warner Center in general parking and re-parking numerous times as necessary. Perhaps traffic is one of the biggest issues for the Environmental Impact Report, and if Westfield is willing to study bridging their three parcels to control vehicular traffic, as well as a tram system for moving pedestrians, those design features have my vote!

My next comment is in regards to the residential aspect of The Village at Westfield Topanga. There are now at least three large **multi** family residential projects in the immediate area currently being constructed, along Erwin Street, Variel Street and Canoga Avenue. I think that it should be reviewed as to whether it is necessary to include yet another residential project with this development. All the local area LAUSD schools and the ones in the immediate District **1**, including Woodland Hills Academy and Canoga High School, are already overcrowded in student population. From an urban planning standpoint, the concept of residential mixed with retail and commercial is an idea whose time has definitely come, yet the impact it will have on

area schools that were built from the 1920's through the early **1960's** has to be addressed. ■ also believe the target demographics of any residential development mixed with the project should be at a reasonable rent that would make it available to the middle class person, and not "**exclusive**" to the upper middle class. Our area is already priced out of the question for **many income** groups. ■ know many good families, as well as young singles who are priced out of our area, many of whom currently drive in to work in the actual retail, clerical and young professional positions at Warner Center that the **Westfield** Company is targeting as residential tenants. **If we** really want people to work, shop and live in **The Village** at Westfield Topanga, it needs to be realistically designed and priced that way.

Please keep an open mind to accepting architecturally interesting and cutting-edge design, such as what the architectural firm has proposed in their concept renderings. We want it in the area. Many of us are educated professionals, and welcome new forms and materials and would like to see eco-friendly and climatically sensitive architecture. Please insist on the open-air fountains, planting and covered **park~like** settings in the common spaces of the project which the **Westfield** Company displayed in their concept renderings. One thing ■ would not like to see is a wall of parking garage fronting Victory Boulevard and Topanga Canyon Boulevard. Please insist on earth berms and planting along these arterials so that it is not a "**concrete jungle**", but well planned and hidden parking with attractive foliage and trees. The Westfield people have assured us we would not see masses of concrete on our horizon, and ■ think their podium style development over hidden parking is a good solution.

Lastly, and perhaps most important to me and other families in the area, is a desire for our children and teenagers to have a cultural meeting place and venues for entertainment. ■ have suggested, and am suggesting here, that a youth center is as important as a senior center (which ■ overheard are proposed) and museums. There are a lot of bright, articulate and decent kids in the West Valley with nowhere to go locally, but the movies. Insist that **Westfield** bring in some interesting entertainment for them. ■ have suggested something like the "Ultrazone" (laser-tag) in Sherman Oaks, and entertainment such as the little "**Cobalt Café**" in Canoga Park, which is a night-club that brings live bands for underage kids to go hear music in the evenings (in a non-alcohol environment). ■ can almost guarantee these middle and upper income kids will come and spend their time, energy, and money in a productive way if you offer alternatives like this. There are kids in Woodland Hills, West Hills and Calabasas begging for fun and entertainment the parents will get behind! ■ would.

Please remember the children in all of this, and approve a project which is architecturally interesting, environmentally sensitive, and has something for the youth of our area to grow with and embrace as their own! ■ thank you for the opportunity to express my interest and concerns in The Village at Westfield Topanga project, and hope the project comes to fruition! Lastly, ■ would be willing to be an objective part of any resident panel in any of the proceedings of this project.

Sincerely,



Ellen A. Dixon, Real Property Appraiser and Concerned Parent

appraiselle@earthlink.net

818, home phone

Ellen A. Dixon
7471 Ponce Avenue
West Hills, CA 91307
November 23, 2007

City of Los Angeles
Community Planning Bureau ~ Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401



CITY PLANNING
VAN NUYS

Dear Project Manager Michelle Singh:

My husband and I are 17 year residents of the Los Angeles Community of West Hills, which will be directly impacted by the proposed The Village at Westfield Topanga multi-use project. I am not only a resident and parent of two children who attend a local elementary and middle school, but I am also a real estate appraiser and former architectural designer. In the past, I have worked in retail in the Promenade Mall for over 7 years, and am familiar with some of the issues surrounding the Promenade Mall, the Topanga Mall, and their connection to each other and the community.

My writing is in direct response to the call to the community for comments regarding the pending Environmental Impact Report on The Village at Westfield Topanga project, due November 30, 2007. I have attended the recent meetings regarding the project which have been open to the public. I realize that the purpose of the Scoping Meeting and comments are to make sure all issues regarding the public and its concerns are adequately addressed, and so I do have some comments on the project which I would like to share.

My first comment is that I think developing the center parcel, of 3 owned by the Westfield Company, as the proposed The Village at Westfield Topanga would create a fantastic opportunity to make a retail and cultural complex in the West Valley that would be its own destination for shopping and other uses, similar to the South Coast Plaza in Costa Mesa. I embrace the project. I think the concept of connecting the properties directly by pedestrian and vehicular bridges over Victory Boulevard and/or Erwin Streets is a great idea that is a key to the success of the project, as it would help to contain traffic and parking between the three different Westfield parcels. Otherwise traffic is a concern for the six major arterials encompassing the properties, and could impact traffic in a negative way as people shop between the different centers, and move around Warner Center in general parking and re-parking numerous times as necessary. Perhaps traffic is one of the biggest issues for the Environmental Impact Report, and if Westfield is willing to study bridging their three parcels to control vehicular traffic, as well as a tram system for moving pedestrians, those design features have my vote!

My next comment is in regards to the residential aspect of The Village at Westfield Topanga. There are now at least three large multi family residential projects in the immediate area currently being constructed, along Erwin Street, Variel Street and Canoga Avenue. I think that it should be reviewed as to whether it is necessary to include yet another residential project with this development. All the local area LAUSD schools and the ones in the immediate District 1, including Woodland Hills Academy and Canoga High School, are already overcrowded in student population. From an urban planning standpoint, the concept of residential mixed with retail and commercial is an idea whose time has definitely come, yet the impact it will have on

area schools that were built from the 1920's through the early 1960's has to be addressed. I also believe the target demographics of any residential development mixed with the project should be at a reasonable rent that would make it available to the middle class person, and not "exclusive" to the upper middle class. Our area is already priced out of the question for many income groups. I know many good families, as well as young singles who are priced out of our area, many of whom currently drive in to work in the actual retail, clerical and young professional positions at Warner Center that the Westfield Company is targeting as residential tenants. If we really want people to work, shop and live in The Village at Westfield Topanga, it needs to be realistically designed and priced that way.

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Sincerely,



Ellen A. Dixon, Real Property Appraiser and Concerned Parent
appraiselle@earthlink.net
818.704.5804 home phone

City of Los Angeles Department of City Planning

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The November 13th meeting was not widely publicized and therefore had a very small number of affected citizens in attendance. The Westfield people said they had complied by notifying all property owners within 500 feet of the proposed development. The properties within 500 feet are mainly commercial and on north and south boundaries are Westfield itself. A project this size affects everyone in the West San Fernando Valley and for this reason a much wider group of citizens / property owners should have a voice in this development.

Name: _____

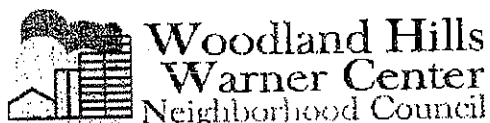
Address: _____



Evelyn Borden
23051 Collins St.
Woodland Hills CA 91367-4224



Please leave this form in the box provided or mail it to Michelle Singh, Project Manager, Attn: ENV-2007-3393-EAF; Community Planning Bureau – Department of City Planning, 6262 Van Nuys Boulevard, Suite 351, Van Nuys, California 91401. This form can simply be folded and placed in a mailbox. Please remember to add postage.



December 31, 2007

Mr. Thomas Glick,
City Planner
Community Planning Bureau
Department of City Planning
200 N. Spring Street Room 525
Los Angeles, California 90012-4801

Re: Comment to Scoping Meeting for Westfield Mall
EAF No: ENV-2007-3393-EAF

PROJECT ADDRESS: 6360 North Topanga Canyon Boulevard,
21700-21870 West Victory Boulevard,
6351 North Owensmouth Avenue
21919 - 21945 West Erwin Street
Woodland Hills, Ca 91367

Community Plan Area: Canoga Park - Winnetka - Woodland Hills - West Hills
Community District: Three (3) Dennis P. Zine
Comment Due Date: December 31, 2007

Dear Mr. Glick:

The Woodland Hills Warner Center Neighborhood Council held an open forum meeting, inviting the community to comment on the EIR and other items contained within the scoping. We appreciate the extension granted to give us the time to gather yet more information about how our community should proceed.

The attendance at our meeting was very good. We were able to collect responses expressing many views and opinion yet all focusing on the best outcome for our neighborhood.

The information collected has been compiled by August Steurer, Chair of our PLUM committee. It will be forwarded to you by e-mail, under separate cover.

Also attached is a letter from Gordon Murley outlining his views for the future of this project.

Thank you once again for this opportunity. If you have any questions, please call Mr. Steurer or me.

Very truly yours,


Joyce J. Pearson, Chair

C: Michelle Singh
Project Manager

WOODLAND HILLS-WARNER CENTER NEIGHBORHOOD COUNCIL
20929 Ventura Boulevard Suite 47-535, Woodland Hills, CA 91364
Toll Free 888.680.7770 | Local & Fax 818.484.3270 | www.whcouncil.org

Memo December 23, 2007

To: Joyce Pearson
From: Gordon Murley

Subject: Over view of Village Project and Warner Center

Warner Center is at a crucial point in its development. It has been wandering without direction for the past 10 years because it has been left to developers and lobbyists to decide what they want to build and where. This happened for two reasons. 1. The Community was not interested unless they thought it would directly affect them and 2. Robert Sutton took it upon himself to run all Specific Plans the way he felt they should be run and no one was ready to challenge him under Con Howe the Director of Planning who never directed the Department of Planning.

Now that the lion is devouring as it pleases, a few members of the public are beginning to take a stand. However, the stand must be firm and the resolve to make the Specific Plan very specific is the task that must be carried to a workable and long-range plan.

At the moment the largest part of the puzzle is the Westfield project, which currently is without direction from Westfield, the City Planning, and the Neighborhood Council. The WHHO has been consistent in what it has voiced over the years, but has been greatly muted by the Neighborhood Council's lack of direction. This had played to both Westfield and the City by their ability to divide and thus conquer due to the great fragmentation of the NC. The path we take must be clear to both Planning and the Council Office.

My View is the Following:

There must be a master plan for both where development goes and the parameters set for the architectural styles for the center, including landscaping.

For Westfield and its village proposal I see a number of things that must be accomplished within Warner Center and the abutting areas.

1. Traffic. Some Streets must become one way both North and South, as well as east and West.
2. There must be shuttle service provided by all Apartments and Businesses that are in and abut Warner center including Condo Conversions.
3. There must be a mixed use zone for Apartments and Condos that will supply not only retail services, but legal, governmental, and social needs.
4. The village cannot have private cars driving through or parking within the village center.
5. There must be a number of open plazas to service restaurants with patio service and allow for forms of entertainment such as one find with strolling minstrels, or

other street types as found along the Wharf in San Francisco and other cosmopolitan cities.

6. There must be a large number of varied non fast food restaurants similar to Paris, Madrid, and other world class Cities.
7. The number of buildings must be reduced by at least three and perhaps five to make for more open space and more mixed use structure that are taller than now proposed.
8. The Hotel needs to be combined with retail and restaurants.
9. The food store and drug stores etc. need to be on the perimeter to make them viable.
10. The Village needs to be thought of as a destination not a retail establishment.
11. Any public use buildings must be endowed for them to be workable in the long term. It has to be up to those who would like to put on programs, be they music, stage or museum to raise the endowment funds, not the developer or the government. That has to be the criteria for any Art or public use of buildings in the Village.
12. There shall be no building for any exclusive use by any age group unless all groups have the same advantage to have their own exclusive use building. No discrimination regardless of age.
13. The shuttle service provided among the three Westfield properties need to provide a means for packages to be transported in carts for those with bulky items and the lot must be constantly cleared of abandoned carts. Horizontal elevators have been suggested.
14. Need to force MTA to give plans for all services to, in and around Warner center for the next 20 years.
15. The Promenade will be redeveloped and this must be factored into the plan.
16. The whole plan cannot rely on the past. It must be far forward thinking and Bold. Remember, many projects were looked at as loser and ridiculed by the know it all when they were proposed, but became the precursor for what followed, such as Empire State Building, Rockefeller Center, Miracle Mile in L.A. to name a few. We build monuments to the past, and forget we are living into the future. We must become bold like the comic books of old with Buck Rogers, which many of the things portrayed in them, have become reality. Let us connect buildings by bridges, make the uses within them more varied so less travel is needed since time cannot be altered. As we get more people we need to get more efficient and yet provide open space, rest and rejuvenation areas, sweeping vistas and not just walls. Our buildings need to be works of art and not just functional boxes. What we believe we will do. It is the few visionaries that have made the world a better place we look at now. We need to stop looking at what we have done and be satisfied. We need to be collectively innovative as many old movies have depicted, and positively create beyond the dollar. Those who took the leap of faith have given us much, but greed and protectivism are robbing us of our creativity. Westfield, the City and those who are looking out for their pockets need to see that things need to change from retail only, housing only, auto only, each parking their own car in a stall, hotel only, to multi use buildings, public endowment for venues like the Getty and others have done, parking structures like the Airport in

Munich, innovative transportation systems that allow shoppers to not have to make frequent trips to their cars, using a little land as possible for structures and creating open space that is attractive and peaceful as possible in a crowded world.

The ability of minds to work together has always solved problems and Westfield is capable of changing its thinking and become the visionary to the next level of meeting the needs of civilization with class and distinction, and that goes for the NC as well.

City of Los Angeles

Department of City Planning

Scoping Meeting for the Environmental Impact Report Regarding the Village at Westfield Topanga November 13, 2007

Written Comment Form

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For people trying to use the "transportation hub", where can they park? There is no parking now allowed in either shopping center to use the "mass transit".

Will there be a low cost or free community room for non profit orgs to meet

Any non profit first floor space for a Charity such as Goodwill or a Consignment store

On waste - install recycle bins all along walkways w/ contents sent to LA City sanitation

Street stop for shuttle buses

Name:

Address: Jean Thomson

22905 Dolorosa St

Woodland Hills

Bridges between shopping centers -

no pedestrians trying to cross streets

Relatively reasonable prices on
apts
&
hotel

Please leave this form in the box provided or mail it to Michelle Singh, Project Manager, Attn: ENV-2007-3393-EAF; Community Planning Bureau - Department of City Planning, 6262 Van Nuys Boulevard, Suite 351, Van Nuys, California 91401. This form can simply be folded and placed in a mailbox. Please remember to add postage.

City of Los Angeles

Department of City Planning

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- ① If there will be 2 towers of 360 units + the current construction of condos on Varie/De Soto/Erwin, how will this effect the schools? Will new schools need to be constructed to support the potential increase of school-age kids?
- ② Shuttle service to connect the shopping malls needs to go in both directions, not just loop around the property.
- ③ Keep autos away from the center path... keep for shuttle and pedestrians only. Walking ~~away~~ to front of community center only, ~~but parking~~ However, will need to drive to front of potential dry cleaners, market, etc. so have vehicle access on path in front of proposed apts.

Name: Karen DiBiase

Address: 20525 Aetna St.

Woodland Hills, CA 91367

Please leave this form in the box provided or mail it to Michelle Singh, Project Manager, Attn: ENV-2007-3393-EAF; Community Planning Bureau – Department of City Planning, 6262 Van Nuys Boulevard, Suite 351, Van Nuys, California 91401. This form can simply be folded and placed in a mailbox. Please remember to add postage.

October 30, 2007

Michelle Singh, Project Mgr
Attn: ENV 2007 3393 EAF
Commy Plan Bureau: Dept City Plan
6262 Van Nuys Blvd #351
Van Nuys, Ca 91401

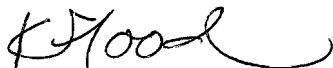
Hello:

I am writing to express disapproval at the Village at **Westfield** Topanga Project. As a teacher of the History of the San Fernando Valley, a local educator, and a homeowner in Woodland Hills and West Hills, we find overdevelopment to be extremely detrimental to the community.

- We have absolutely no need for more retail stores in the area.
- This project will have a negative impact on traffic, noise, and air quality.
- Although money always talks, **Westfield** has NO interest in the people of this community, and their projects reflect standardization, exclusion and drain the character right out of **our** environment.
- The Valley is meant for families to be able to raise children and to be suburban. A project such as this changes the face of our community. If builders have their way, immediate profit will disgrace the beauty and nature that characterizes this area.
- Westfield negates the democracy we live in, leaving small businesses to shrivel.

**It would be heartbreaking to further
reinforce commerce for the wealthy as a
lifestyle in the West Valley.**

Sincerely,



Kathi and Tom Flood
3968 Camino de la Cumbre
Sherman Oaks, CA 91423
kathiart@earthlink.net

City of Los Angeles

Department of City Planning

Scoping Meeting for the Environmental Impact Report Regarding the Village at Westfield Topanga November 13, 2007

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- THERE IS NO EVIDENCE THAT 10% OF VISITORS WILL USE TRANSIT - NO REDUCTION IN PARKING SHOULD BE ALLOWED.
- OPEN SPACE SHOULD BE NO LESS THAN 75% OF THE OVERALL PROJECT.
- HAUL ROUTE SHOULD NOT BE THROUGH ANY RESIDENTIAL AREA. SPECIFICALLY OXNARD TO THE EAST AND WEST.
- RESIDENTIAL UNITS SHOULD BE DENIED. ALL MULTI-FAMILY CONSTRUCTION SHOULD BE HALTED IN THE WEST VALLEY. CITYWIDE NO NET ADDITIONAL LIVING UNITS SHOULD BE ALLOWED!

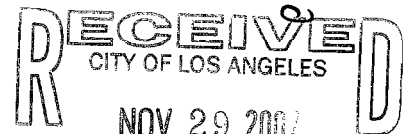
WE DO NOT HAVE THE WATER RESOURCES OR INFRASTRUCTURE TO SUPPORT ADDITIONAL LIVING UNITS IN THE CITY OR COUNTY OF LOS ANGELES!

Name: WM. & LORETTA HAMBURG

Address: 6023 LUBAO AVE.

WOODLAND HILLS,

CA 91367



CITY PLANNING
VAN NUYS

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NOTE: ALL FUTURE MEETINGS NEED TO BE PUBLISHED TO EVERY HOUSEHOLD WITHIN 20 MILES!

Mary T. Dargi
6300 Owensmouth B-316
Woodland Hills, CA
91367
818-610-1429

Dear Project Manager, Michelle Singh

I was so pleased to receive information of the proposed plan.

I have never lived in a brand new apartment or home. I have lived here for 11 yrs. I am very excited about this plan, just like a city within the city. A place to call home with all the great places in one place. I would just love to live there if accepted, to have a patio, park, museum, cultural center, senior center is more than one could possibly want to spend the rest of my days?

If in the plans, would there be any chance that a fixed income person could possibly have one of the units? I would be one happy, happy person. Any new information would be welcome. Thank you
Bless this place to come. The Village
Mary T. Dargi

**City of Los Angeles
Department of City Planning**

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1) MAKE PEDESTRIAN WALKS AROUND THE CONSTRUCTION SITE W/ WHEELCHAIR ACCESSIBLE AS MUCH AS POSSIBLE FOR WHEELCHAIR PEDESTRIANS

Name: MARY JO FERNANDEZ

Address: 6300 OWENSMOUTH AVE, #108
WOODLAND HILLS, CA 91367

Please leave this form in the box provided or mail it to Michelle Singh, Project Manager, Attn: ENV-2007-3393-EAF; Community Planning Bureau – Department of City Planning, 6262 Van Nuys Boulevard, Suite 351, Van Nuys, California 91401. This form can simply be folded and placed in a mailbox. Please remember to add postage.

November 7, 2002

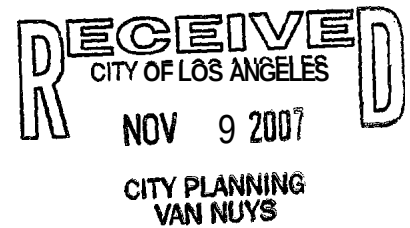
Re: Concerns in Building The Village at the Westfield Topanga

My name is Mary Jo Fernando. I live at:

6300 Owensmouth Ave., A108
Woodland Hills, CA 91367

Since I live in building A, which is the building and the apartment right in front of the proposed construction, my concern are:

1. The noise as well as traffic congestion during the construction phase of this proposed project.
2. Not only these, but the proposed off-street parking approval in front of the Owensmouth Gardens facility. This facility is a senior living center and emergency vehicles usually parked in front of the said facility to do emergency activities-for the residents of Owensmouth Gardens.
3. ~~Regarding the height of the buildings, are they earthquake approved by the fire department?~~ Where will the proposed haul route be?
- ✓ 4. Increasing the number of residential units previously approved by 200 units (from 160 units to 360 units), regarding this where will the parking for these units be?????
- ✓ 5. Vehicular access to the parking facilities would be provided at driveways on Owensmouth Ave. and Erwin Street. How about installing traffic light in going out to these streets?
- ✓ 6. **Air Quality Control?????????????**
7. Will there be pedestrian crosswalk safety installed around the construction site?
8. How about the water waste use during construction in this time of drought??



November 7, 2007

Re: Concerns in Building the Village at Westfield Topanga

My name is Mary Jo Fernando. I live at:

6300 Owensmouth Ave., A 108

Woodland Hills, CA 91367

Since I live in building A, which is the building and the apartment right in front of the proposed construction, my concerns are:

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2. Not only these, but the proposed off-street parking approval in front of the Owensmouth Gardens facility. This facility is a senior living center and emergency vehicles such as fire trucks and paramedic vehicles usually parked in front of the said facility to do emergency activities for the residents of Owensmouth Gardens.
3. Regarding the height of the buildings, are they earthquake approved by the fire department??????Where will the proposed haul route be??????????

**City of Los Angeles
Department of City Planning**

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Comments can be provided verbally at the scoping meeting or in written form. The deadline for submitting written comments to the City is **Friday, November 30**. In the space below (and on additional pages, if necessary), please provide any written comments you may have concerning the scope and content of the Draft EIR for the proposed project. Your comments will then be considered during preparation of the Draft EIR.

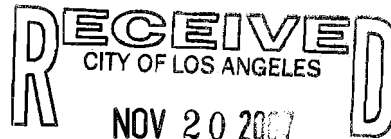
This plan is unacceptable - Westfield is focusing on ease of shopping - Using bridges to access malls, street cars, etc. to reduce use of autos while shopping - They have not addressed the gridlock of autos for the people working in the retail and office buildings, coming and going from their work places. Not to mention a 300 bed hotel!! We now have many vacancies in the current office buildings in this area. We do not need another hotel! The Promenade mall is empty except for the restaurants & Theaters. The traffic is congested at Topanga & Victory, Owensmouth & Burbank at this time. I cannot imagine the traffic problems if this plan is to be implemented. I would like to see a smaller version of small retail, small restaurants w/ outdoor cafes, in a pedestrian friendly parklike setting. We need a larger community center than the one proposed, also. We need a greenbelt in this area. Not more

Name: Mrs. Mary Ann Seltzer

Address: 7151 Scarborough Peak Dr
West Hills, Ca. 91307

And we definitely congestion - do not need more apt. buildings!

Please leave this form in the box provided or mail it to Michelle Singh, Project Manager, Attn: ENV-2007-3393-EAF; Community Planning Bureau - Department of City Planning, 6262 Van Nuys Boulevard, Suite 351, Van Nuys, California 91401. This form can simply be folded and placed in a mailbox. Please remember to add postage.



CITY PLANNING
VAN NUYS

Peggy LaBelle PeggyLaBelle@SBCGLOBAL.NET
20950 Oxnard St. # 35. Woodland Hills

Upon hearing of the plans Westfield has for the Village at Warner Center I thought it was a wonderful venture, especially coming from a background in commercial real estate in this particular area. Then I started to contemplate the positive and negative aspects of the plan.

My greatest concern is the traffic and congestion it will cause. Without this project, we are going to be immersed in heavy traffic within all the streets in and about Warner Center, due to the massive amount of condos and apartments. **The offramps of Topanga, Canoga and DeSoto** are difficult now. Will Westfield address this issue? I live on the corner of Oxnard and Desoto and at 4:30 it is already impossible to pull out of my street and go anywhere without sitting in bumper to bumper traffic. Warner Hill Townhomes have suffered from the traffic noise of Desoto, and with the added traffic from the Village, would Westfield do something to deaden the noise on DeSoto as you approach Oxnard Street.

Another concern is that the condos and apartments are not completed or even built yet. Tie this into getting on the freeway, which is already a parking lot.

With Westfield's plan for the Village, I can't imagine how difficult it will be to get anywhere. The freeway will be impossible with all the added attractions for visitors to come to. So, my first question is how will Westfield address the traffic issue, and what plans do they have to alleviate the problems their project will cause. Are they planning to support widening the freeway to accommodate for the added traffic coming into the Village.

Question two is the concern for the lack of water we already suffer from, without the advent of all this new construction. How will Westfield address this issue, considering the amount of apartments, condos, hotel and office buildings that will use the water. Westfield talked about parks and greenbelts, with walkways which would be lovely, but impact the water shortage to a greater extent.

Height concerns are another big issue. I would be concerned about building taller structures than the highest building in Warner Center that exists now.

I enjoyed the concept that you propose if these issues can be settled. I especially feel a need for a large grocery store. With the heavy population that exist now before any of the apartments and condos are completed in Warner Center, a grocery store does not exist within Warner Center, except for Ventura Blvd. I liked the idea of connecting both shopping centers with a trolley or people mover. If a trolley is chosen, it would be nice to have it travel throughout Warner Center to the various condos and apartments and deliver the population to the shopping center.

City of Los Angeles
Department of City Planning

Scoping Meeting for the Environmental Impact Report
Regarding the Village at Westfield Topanga
November 13, 2007

Written Comment Form

The purpose of the public scoping meeting is to obtain input from the public regarding the scope and content of the Draft EIR for The Village at Westfield Topanga Project. The proposed project would include the development of approximately 426,665 square feet of retail space, approximately 77,635 square feet of restaurant uses, an approximately 35,640 square foot specialty grocery store, 360 apartment units, a 300-room hotel, approximately 559,834 square feet of office uses, approximately 14,250 square feet of community/cultural uses, and courtyards and open spaces. The project would also include surface parking and multi-level parking facilities providing a total of at least 4,650 parking spaces upon full project buildout.

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WAYS TO REDUCE TRAFFIC CONGESTION
CONCERNED ABOUT CRIME && THE
INCREASE IN A-SUN A

WILL THERE BE MORE SCHOOLS TO ACCOMMODATE
ALL THE NEW RESIDENCES

WE NEED MORE SENIOR FACILITIES
E.G. INDOOR POOL

Name:

ROMER LEWIS

Address:

20610 AETNA ST.
WOODLAND HILLS

Please leave this form in the box provided or mail it to Michelle Singh, Project Manager, Attn: ENV-2007-3393-EAF; Community Planning Bureau – Department of City Planning, 6262 Van Nuys Boulevard, Suite 351, Van Nuys, California 91401. This form can simply be folded and placed in a mailbox. Please remember to add postage.

From: Shirley Blessing
5901 Kelvin Avenue
Woodland Hills, CA 91367

December 31, 2007

To: Michelle Singh, Project Manager
Community Planning Bureau
Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

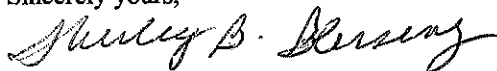
Attn: ENV-2007-3393-EAF

I find the issues that were presented at the Public Scoping Meetings for the "NOPS" for the Village at Westfield Topanga were not adequate. The public was presented with a conceptual site plan of the Project, that showed nothing but a series of blank blocks (Figure 3 of the Conceptual Site Plan). I attended at least four of the public presentations of the Village Project and when most of it is simply conjecture, one finds it nearly impossible to address the issues that need to be addressed in the Environmental Impact Report (EIR), beginning with:

1. Aesthetics - none were presented. My opinion would be to design a project that has more character than the exterior design of the recently designed Westfield Topanga Project.
2. Air Quality - no comment at this time
3. Geology and Soils - no comment at this time
4. Hydrology and Water Quality - no comment at this time
5. Land Use and Planning - I recommend taller buildings to allow for wide set backs, more open space and amenities to make it suitable for a variety of uses for the public. You propose 14,250-sq. ft. for Community/Cultural Use, which is less than half the size of the proposed Grocery Store, it should be at least as large as that or greater.
6. Noise - no comment at this time
7. Public Services - refer to #5 Land Use and Planning
8. Transportation and Parking - Recommend that you consider underground parking. Although in the past it was disregarded because of the water table in the area. It could be a win/win pump the water out to use for irrigation and then it could be used to develop underground parking. The same technique could be used to make it feasible to build a underground connection under Victory Blvd. To connect the two Westfield Properties.

When the Draft Environmental Report is completed, I would appreciate your sending me a copy of it. Thank you.

Sincerely yours,



Shirley B. Blessing

City of Los Angeles

Department of City Planning

Scoping Meeting for the Environmental Impact Report Regarding the Village at Westfield Topanga November 13, 2007

Written Comment Form

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- ① I'm concerned about densification of 12-14 stories - while it may be allowable in the General Plan ~~who~~ wants a Playa Vista in Woodland Hills. no one
- ② The decrease in open green space + its substitute for hard scape is most dismaying exacerbates run-off + contributes to environmental deterioration. Please consider increasing green space + essential
- ③ Traffic mitigation is problematic when 50 many intersections are all ready at level F

Name: Susan Eastman (former City Manager)
Address: 22827 Leonard Dr
Woodland Hills CA 91367
818-992-8114

Please leave this form in the box provided or mail it to Michelle Singh, Project Manager, Attn: ENV-2007-3393-EAF; Community Planning Bureau - Department of City Planning, 6262 Van Nuys Boulevard, Suite 351, Van Nuys, California 91401. This form can simply be folded and placed in a mailbox. Please remember to add postage.

City of Los Angeles

Department of City Planning

Scoping Meeting for the Environmental Impact Report Regarding the Village at Westfield Topanga November 13, 2007

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I manage the 266 unit apartment complex @ the corner of Owensmouth & Erwin (Warner Pines Apartments) and am very active in the immediate community. I would like to know what I can do to further support your cause and help get the project started?

Name: TERRI J. SILVA

Address: 21601 ERWIN ST #287
Woodland Hills, CA 91367
(818) 703-7803 work

Please leave this form in the box provided or mail it to Michelle Singh, Project Manager, Attn: ENV-2007-3393-EAF; Community Planning Bureau – Department of City Planning, 6262 Van Nuys Boulevard, Suite 351, Van Nuys, California 91401. This form can simply be folded and placed in a mailbox. Please remember to add postage.

Database #1

1 Mary Jo Fernando
6300 Owensmouth Ave., A 108
Woodland Hills, CA 91367

Make the pedestrian walks in the construction site wheelchair accessible for wheelchair pedestrians.

2 THOMAS GLICK
6262 VAN NUYS BOULEVARD
VAN NUYS, CA 91401

NO COMMENT.

Database #2

No comments

Database #3

1 Sean McCarthy
23701 Gerrad Way
West Hills, CA 91307

This is an important project as its impacts will last for generations. It is important that the project provide rental space for small businesses including shoe repair, tailors, dry cleaners, doctor's offices, attorney's offices, CPAs, specialty retail, the kinds of things that are not included in most malls.

Unless you build the infrastructure into the project that will attract local residents you will fail to meet one of the stated goals for your project to create a "village."

As a representative of the Woodland Hills Chamber of Commerce, the Woodland Hills / Warner Center Neighborhood Council and a board member of the United Chambers of Commerce I hope that you will take the vision of the Jans Company, people who built UCLA and Westwood Village. Their vision and sense of scale resulted in one of the most enduring examples of what could happen if the planning is done right.

The problem there came from imposing commercial change on the local services the Village was built to provide.

Sincerely,

Sean McCarthy

818-389-1876

2 Marjory Cones
23103 Leonora DR----

"D

Report on Public Outreach for Westfield "The Village" Project EIR Scoping - Part A

December 30, 2007

Report on Public Outreach for Westfield "The Village" Project EIR Scoping - Part A

Public Outreach Results

The Woodland Hills-Warner Center Neighborhood Council conducted a meeting on December 12, 2007 to solicit additional comment from affected people regarding the proposed development project known as "The Village" which has been submitted by Westfield Corporation. Notice of the meeting was done primarily through a Council Newsletter mailed in the first few days of December.

This meeting was held in response to the sparsely attended Public Scoping meeting on November 13, 2007. The Neighborhood Council requested an extended comment period in order to conduct additional outreach for public comment. The Los Angeles Department of City Planning extended the comment period until December 31, 2007.

Report Part A - Town Hall Workshop and Post-Workshop Online Survey

As part of its December meeting, the Members of the public were invited to comment by way of placing adhesive dots on sheets that had elements of possible issues regarding the proposed development. This was done after an introductory slide presentation by August Steurer on what comment was sought and examples of developments in other areas and after remarks by Bob Duenas of the Department of City Planning on the EIR process. Between 100 and 200 people participated in the workshop.

Part A of the Neighborhood Council's report has the results of the meeting. Ten stations were posted on the walls of the room and people placed dots appropriately to express their opinions. The results should not be taken as an absolute measure of community opinion but they indicate a relative importance of issues. Some ballot stuffing was observed requiring people to be stopped from putting all their dots on one issue. As most issues had only one major response from the public, the results are not distorted in quality but just in quantity. The surveys are not represented to be scientific or always relevant to the EIR. They were done to stimulate thinking and comment. Attendees were also invited to complete the companion online survey which was not identical, beginning the next morning which gave them the opportunity to comment further. The results of the meeting and the post-meeting online surveys are included in Part A of the report

A Q&A period of 15 minutes was held. Most of what was said by the public is included in the surveys that they turned in. Those surveys were what were turned in at the meeting, mailed or completed online.

Report Part B - Results of Online Survey prior to Workshop

Included in the Neighborhood Council's December Newsletter was a page with survey questions regarding the EIR and Warner Center Development. Notice was given in the newsletter that they could complete the survey online by going to the Council's website. Additionally, an e-mail inviting participation was sent to people who indicated their interest in Warner Center previously. Part B of the report has the results of this online survey.

Report Part C - Results of printed Newsletter Surveys received by mail and at workshop

Part C of the report are copies of the raw paper surveys received by mail or turned-in at the workshop. No compilation of these results is provided.

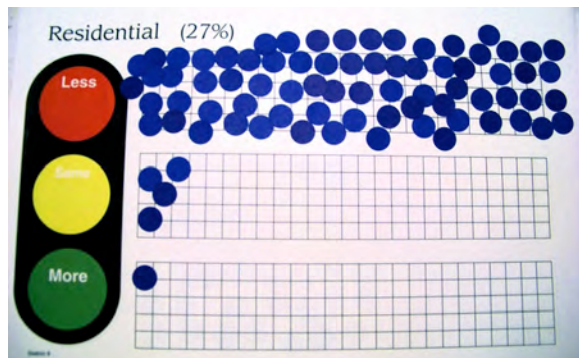
Participation Summary

168 surveys in various forms were received and approximately 130 workshop participants means that we received comment from roughly 300 people.

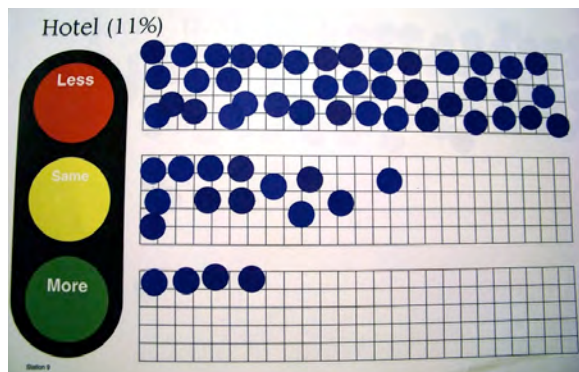
Land Uses and Distribution Mix

Westfield is proposing a mix of uses. Rate these categories as to what you would like to have.

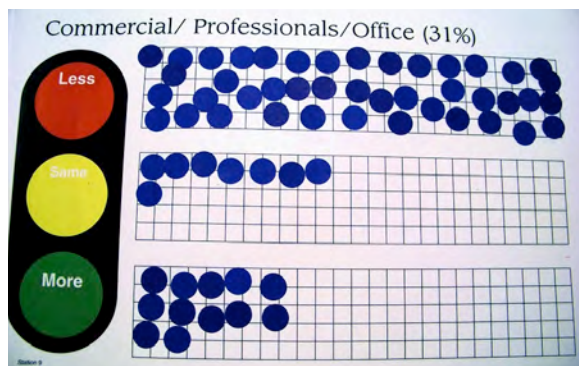
Residential (27%)



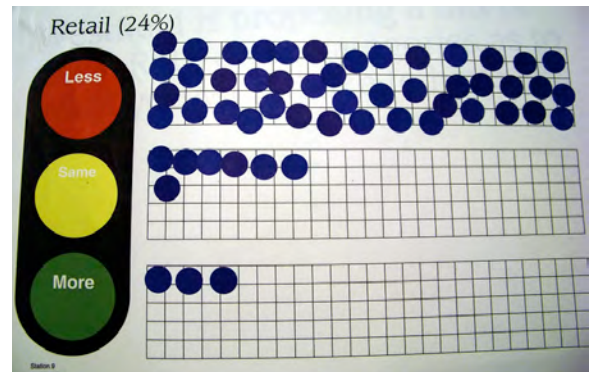
Hotel (11%)



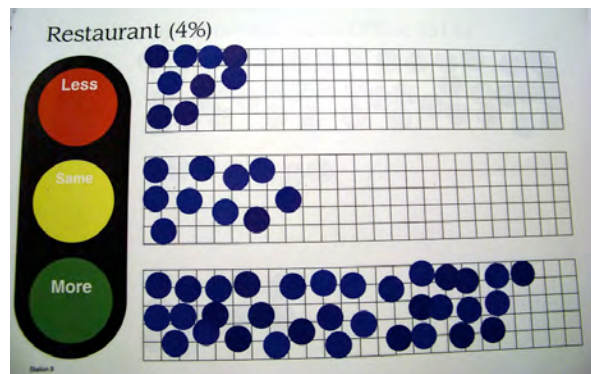
Commercial/ Professionals/Office (31%)



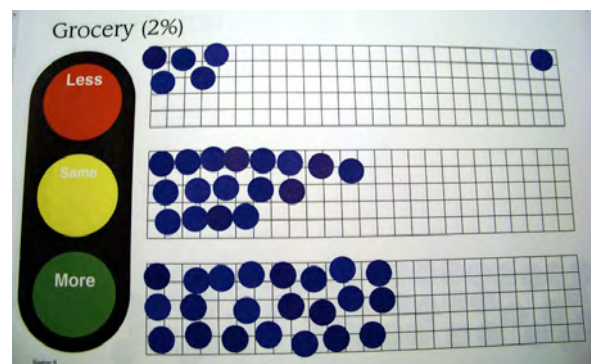
Retail (24%)



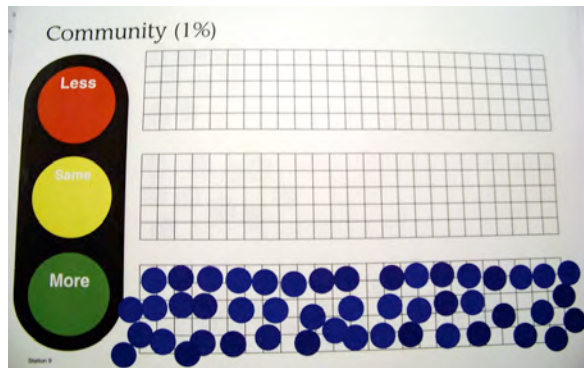
Restaurant (4%)



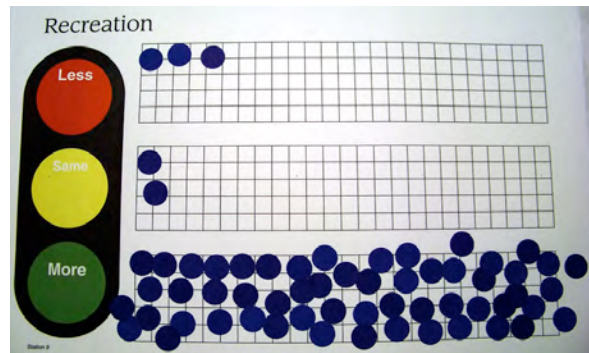
Grocery (2%)



Community (1%)



Recreation



Related Online Survey Results

Westfield is proposing a mix of uses. Rate these categories as to what you would like to see developed in our area.

Answer	1 (Dislike)	2	3 (No Opinion)	4	5 (Like)	Number of Response(s)	Rating Score*
Residential						8	2.6
Hotel						8	3.1
Commercial/ Professionals/Office						8	3.5
Retail						8	3.1
Restaurant						8	4.4
Grocery						8	3.6
Community						8	5.0
Recreation						8	5.0

*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

6 written responses

What about the Senior Center which was promised?

love the idea of adding to the warner center skyline with some taller buildings. Also love the thought of adding some culture.

Provision of recreational facilities for seniors should be given serious thought.

We need more entertainment for young professionals such a bars, dance clubs, and small concert venues.

Our community - does not need another 1,000,000 sf of office and retail. CULTURAL STRUCTURES - A CONCERT HALL & MUSEUM ARE AN A B S O L U T E MUST!

Help workers to feel connected and choose this area as a post-work destination or as a community area during weekends with the family.

Woodland Hills needs help in establishing real solutions to traffic and population quotas not based on current regulations.

Westfield has proposed dividing the land into several lots. Rate your position on:

Answer	1 (Dislike)	2	3 (No Option)	4	5 (Like)	Number of Response(s)	Rating Score*
Lot Splitting						8	3.4
Air Space Lots						8	3.4

*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

3 written responses

we need some taller buildings

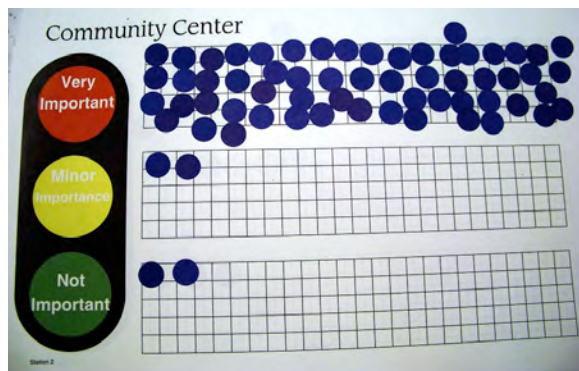
WHY CALL IT A VILLAGE IF THE LOTS ARE TO BE DIVIDED? Just another overbuilt mall- with nothing to offer to our community - profits to the developer.

Do not know what Lot Splitting or Air Space Lots mean or how they impact our neighborhood. Need more information

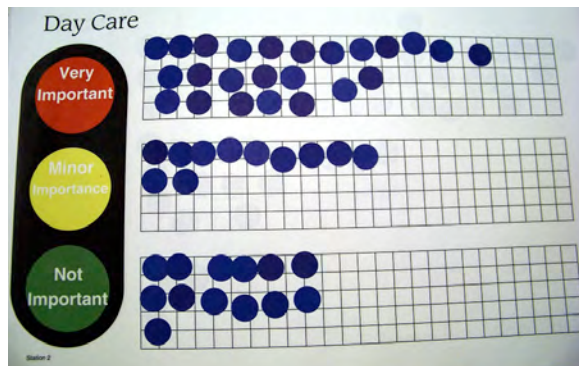
Civic/Culture Considerations

Westfield has proposed a 14,250 SF Community Center as part of the project. A Day Care center was part of the original Tract Map that is no longer included in Westfield's plan. Rate the need for the Civic uses below for the Project and Warner Center.

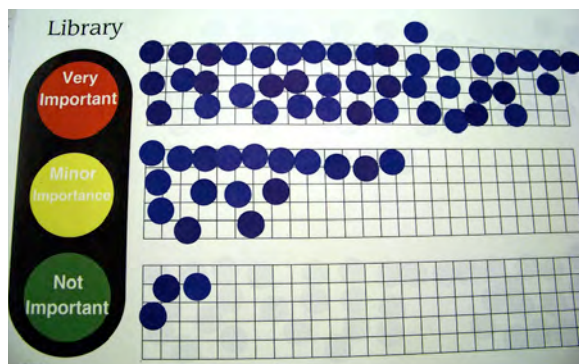
Community Center



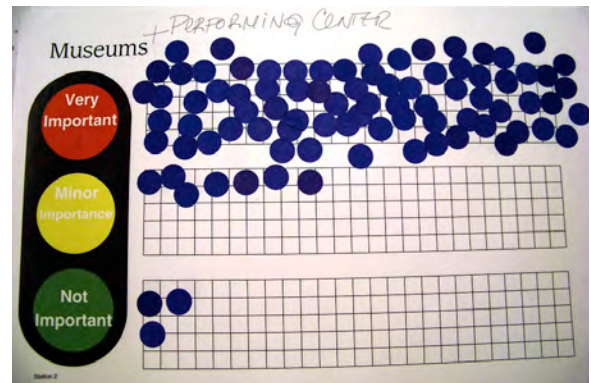
Day Care



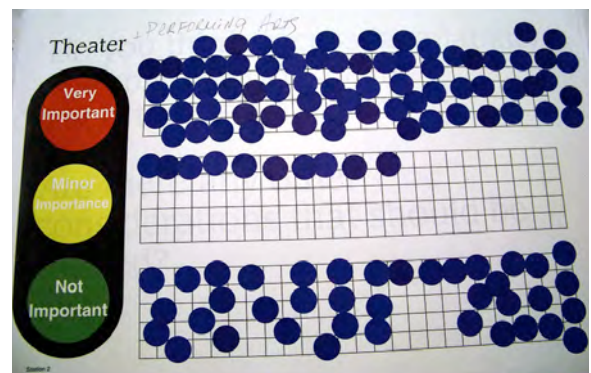
Library



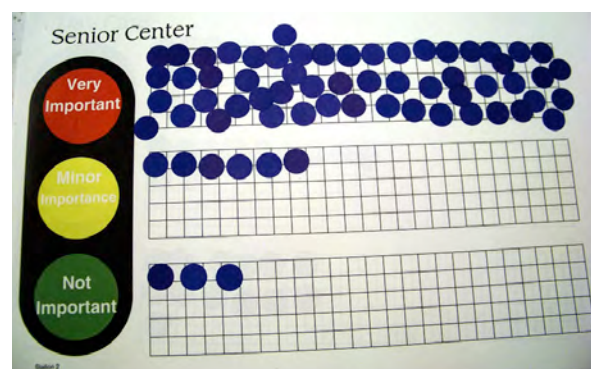
Museums



Theater



Senior Center



It should be noted that there was the equivalent of ballot stuffing for the response "Very Important" in this area by a woman favoring performing arts before being stopped.

Woodland Hills-Warner Center Neighborhood Council

Attendees were given the following for suggesting comments:

Do you think access/availability of Public Schools is an important issue?

Are there any other considerations that should be studied?

There were no responses written on the sheet.

Related Online Survey Results

Westfield has proposed a 14,250 SF Community Center as part of the project. A Day Care center was part of the original Tract Map that is no longer included in Westfield's plan. Rate the need for the Civic uses below for the Project and Warner Center.

Answer	1 (Dislike)	2	3 (No Opinion)	4	5 (Like)	Number of Response(s)	Rating Score*
Community Center						8	4.6
Day Care						8	3.8
Library						8	4.5
Museums						8	4.8
Theater						8	4.8

*The Rating Score is the weighted average calculated by dividing the sum of all weighted ratings by the number of total responses.

4 written responses:

We need some culture

A Community Center with divisible assembly areas is highly desirable.

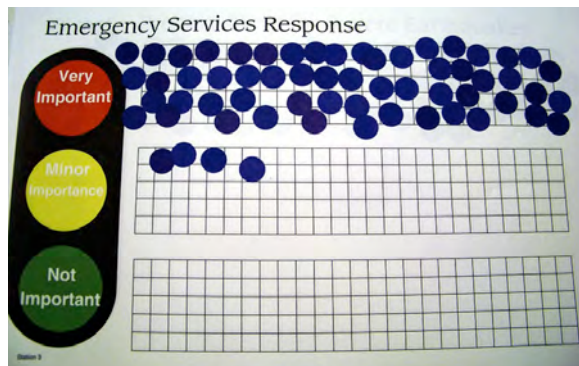
THIS IS SOME KIND OF A JOKE? 14,250 community center. . . We want 100,000 sf culture space for a 2,000 concert hall +100,000 for an accredited Museum.

This is a must have! The community must have places to make it "a community"!!!

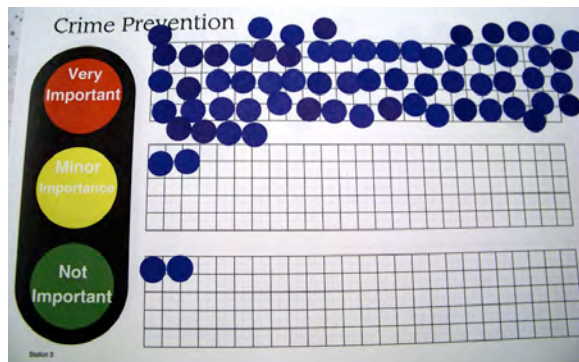
Police, Fire, Medical Response / Accessibility

Westfield has not yet proposed mitigations of potential Health and Safety Problems. Rate the following issues that should be addressed in terms of Westfield's responsibility to mitigate.

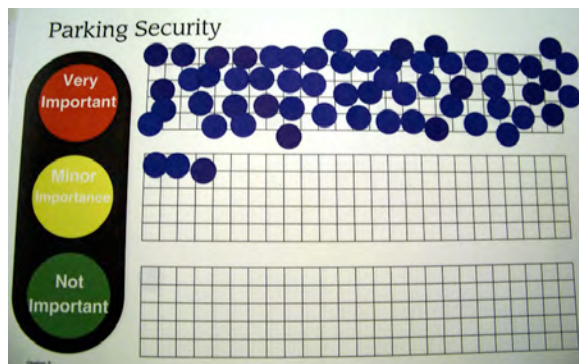
Emergency Services Response



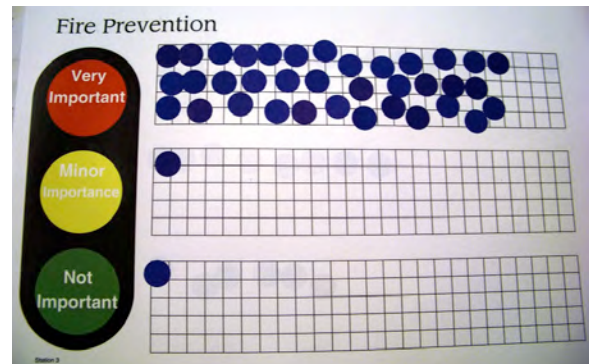
Crime Prevention



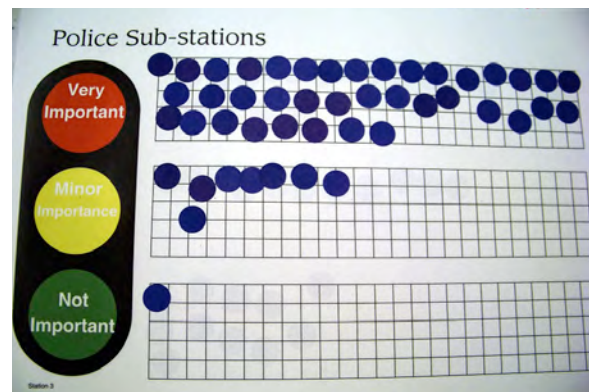
Parking Security



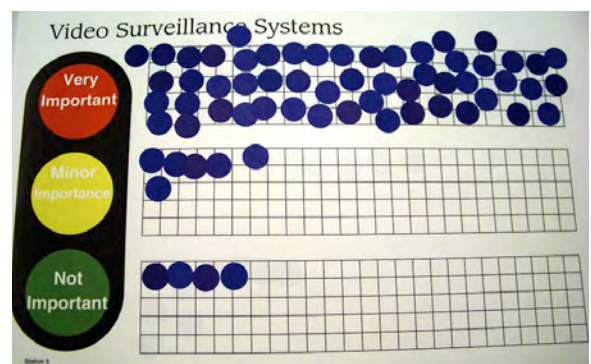
Fire Prevention



Police Sub-stations



Video Surveillance Systems



Report on Public Outreach for Westfield "The Village" Project EIR Scoping - Part B

Public Outreach Results

The Woodland Hills-Warner Center Neighborhood Council conducted a meeting on December 12, 2007 to solicit additional comment from affected people regarding the proposed development project known as "The Village" which has been submitted by Westfield Corporation. Notice of the meeting was done primarily through a Council Newsletter mailed in the first few days of December.

This meeting was held in response to the sparsely attended Public Scoping meeting on November 13, 2007. The Neighborhood Council requested an extended comment period in order to conduct additional outreach for public comment. The Los Angeles Department of City Planning extended the comment period until December 31, 2007.

Report Part A - Town Hall Workshop and Post-Workshop Online Survey

As part of its December meeting, the Members of the public were invited to comment by way of placing adhesive dots on sheets that had elements of possible issues regarding the proposed development. This was done after an introductory slide presentation by August Steurer on what comment was sought and examples of developments in other areas and after remarks by Bob Duenas of the Department of City Planning on the EIR process. Between 100 and 200 people participated in the workshop.

Part A of the Neighborhood Council's report has the results of the meeting. Ten stations were posted on the walls of the room and people placed dots appropriately to express their opinions. The results should not be taken as an absolute measure of community opinion but they indicate a relative importance of issues. Some ballot stuffing was observed requiring people to be stopped from putting all their dots on one issue. As most issues had only one major response from the public, the results are not distorted in quality but just in quantity. The surveys are not represented to be scientific or always relevant to the EIR. They were done to stimulate thinking and comment. Attendees were also invited to complete the companion online survey which was not identical, beginning the next morning which gave them the opportunity to comment further. The results of the meeting and the post-meeting online surveys are included in Part A of the report

A Q&A period of 15 minutes was held. Most of what was said by the public is included in the surveys that they turned in. Those surveys were what were turned in at the meeting, mailed or completed online.

Report Part B - Results of Online Survey prior to Workshop

Included in the Neighborhood Council's December Newsletter was a page with survey questions regarding the EIR and Warner Center Development. Notice was given in the newsletter that they could complete the survey online by going to the Council's website. Additionally, an e-mail inviting participation was sent to people who indicated their interest in Warner Center previously. Part B of the report has the results of this online survey.

Report Part C - Results of printed Newsletter Surveys received by mail and at workshop

Part C of the report are copies of the raw paper surveys received by mail or turned-in at the workshop. No compilation of these results is provided.

Participation Summary

168 surveys in various forms were received and approximately 130 workshop participants means that we received comment from roughly 300 people.

First Online Survey Results Following Newsletter Survey

I'd like to see the following included in the final plans:

Answer	0%	100%	Number of Response(s)	Response Ratio
Community Center			55	10 %
Senior Center			40	7 %
Ballroom w/ Floated Hardwood Floor			16	3 %
Water feature (fountains, ponds, waterfalls)			59	11 %
Skate park, ice skating arena, concert forum			43	8 %
More/ larger green spaces or greenbelts			86	16 %
More walking spaces/paths			87	16 %
More apartments and/or condos			10	1 %
More office space			5	<1 %
More outdoor restaurants			47	9 %
Additional art and sculpture			49	9 %
Other			23	4 %
Totals			520	100%

23 written responses for Other

Shade trees

Cultural Center

Farmers market, drought tolerant trees, community theater

lighted soccer fields

And something pleasing to the eye along the lines of the grove.

Whole Foods & Trader Joe's type markets

dedicated youth and adult recreation fields

House of Blues or small concert venue

Theatre for plays & classical music

High-rise Apartment Condos

Dog park

Plan for the hottest days--low water use (recycled) greenery; low use AC

Indoor swimming pool for public use

a branch of LACMA or MOCA

Chapel

American-Made Products

Woodland Hills-Warner Center Neighborhood Council

more high-end retail like Beverly Hills

single family homes

Tedesco or Bristol Farms grocery store

Outdoor seating areas

bike paths

pet-friendly spaces

More Trees

40 written comments

NO More APT/CONDO! Less Traffic! That means less people driving into this area. It took me 30 minutes to go 3 miles from home to the mall! CRAZY!

We sure do need additional living space!!

I would not like to have this project move forward at all. I don't think the added people to this area is a good idea. It has already become crowded

Space should encourage WALKING and public transportation rather than car trips/parking. Shade trees and water features are necessary.

monorail or moving sidewalk from promenade between topanga malls

No residential units. No water features. WE HAVE A WATER SHORTAGE IN CASE YOU HAVE BEEN AWAY ON ANOTHER PLANET.

I think the development should include environmentally conscious construction and landscaping.

The ratio of retail/office/living space is out of proportion to the very small green space.

We have plenty of shopping, but we are VERY short on park space in Woodland Hills. Green space should come first.

Definitely need to have more for senior citizens.

A place where our teenagers can mingle safely and be welcomed. As a society, we don't have enough safe places for them to mingle (and spend our money).

no more apartments unless vacancy rate is below 2 percent in Warner Center

This area should be primarily open park-like space with a minimum of retail and office space. There should be NO RESIDENTIAL LIVING UNITS.

our community must plan for open spaces where children and adults may play outdoors safely.

No apartments.

It would be nice if it was similar to "Fashion Island," "The Grove", etc... A Farmers Market would be nice on Saturday as well.

Dog Park, Public Indoor heated pool, extend trolley to Topanga and Burbank, more police to control gang activity and graffiti

I am thrilled at the design of the Village and look forward to utilizing the finished complex.

Woodland Hills-Warner Center Neighborhood Council

The last Warner Center project made for a traffic jam of Oxnard between DeSoto and Winnetka @ rush hours. Allowing more housing shd be out!

Not an arena size concert venue. Five thousand or less seating. No more apt. or condos. Enough being built by soon be ex-swap meet.

A skatepark is desperately needed

We need not just more apartment condos, but high-rise apartment condos to allow for more parking and walking space. Permits should be applied for.

The project as planned is simply too big and will generate too much traffic.

More apartments are a good idea, but "workforce housing" is crucial, not only for Woodland Hills, but for the entire city.

I'd love the water features, but only if they don't actually use water; we're in a drought, after all!

Biking paths. Theater. Library. Charter middle/high school tied to Civic Engagement and Service Education Partnerships with police/public services.

Small, affordable store fronts on the ground level (the owner living up above on the 2nd and 3rd floors). Is this a possibility?

The Warner Ctr. already has plenty of retail, office & apt. space & parking. It needs cultural and green spaces to improve the community.

I do not want this project or any other that is enlarging the public draw and/or building more living spaces for an area that is already crowded

I would like to see an end to trading our country for cheap Chinese trinkets.

A village with a "quaint", old town feel, ie.Gilmore Girls or Calabasas(but with a little more boutiques and treelined roads..more village like)

no apartments, no condos - these invite transient habitants with no vested interest in the quality of life in the neighborhood.

Set the Green Standard, zero carbon footprint, solar generation, offset the pollution the increased traffic will generate

Please save any existing trees of age. When Top Mall was remodeled, we lost some fabulous trees that were very old. Palm trees do not provide shade.

With all the new apts and townhomes, there is no grocery store within walking distance. The nearest store is either at Tampa, Ventura or Fallbrook.

Eliminate the condos and apartments being proposed.

No more buildings that will bring more traffic and parking problems. The exception being somewhere for dancing or dance classes.

NO MORE housing, condos, apts. This area is TOO crowded.

NO Skate park,ice skating,concert forum!Catering to teens + a dump like Northridge mall. Sophisticated area needs something like the Commons design.

Will there be costs to the users of community based uses? Admission/parking costs etc?

What concerns me most about the proposed project is:

Answer	0%	100%	Number of Response(s)	Response Ratio
Inadequate traffic mitigation or bad mitigation			89	16 %
Inadequate parking			64	11 %
Bridges over Victory and Erwin			17	3 %
Too many apartments / condos			62	11 %
Too much office space			48	8 %
Lack of green space or public space			76	14 %
Environmental impact of additional concrete, car exhausts			66	12 %
Widening of Victory Blvd.			24	4 %
Too large of a hotel.			26	4 %
Too much retail space			30	5 %
Architectural style			28	5 %
Other			12	2 %
Totals			542	100%

12 written responses for Other

Too many people!

WATER CONSUMPTION

crime in the surrounding areas

THE COMING WATER SHORTAGE

Maintenance & security

gaudy mirrors-no- faux commons

Security and homeless such as Santa Monica Promenade

see below

Effects on Global Warming

Remove 3rd Lane on Topanga

29 written comments

This all looks good

More shops, more people = more crime, gangs and congestion. WH started as a suburb - LA officials don't care about community, they only want revenue.

The drawings imply a glass-and-steel,high-tech look which is completely out of place in the west valley. No one will use bridges--get real.

The influence on the surrounding area. The money that this project will bring in may not be enough to combat the problems that will come with it.

Woodland Hills-Warner Center Neighborhood Council

Everything about this project causes me concern

that my quality of life as a 25 year homeowner is going to continue to decline.

We do not have the water resources for more residential units. Also, our streets are already overloaded beyond capacity.

who will be employed in either retail or white collar work that can afford the housing proposed to be built?

Too bad this meeting is held right now at such a busy time of year. I would really like to be there, but scheduling interferes.

I think the project sounds great! It will do a lot for the community. It would be nice if it had an indoor/outdoor feel to it.

too much a/c use in summer, cars idling stinks. More green and electric shuttles, pk lots at frywy exit +sherman wy Canoga Pk to gentrify poor area.

The land as it currently sits has been an eyesore for decades. It is about time something is done to improve this highly visible area.

There is precious little green space in the valley. There is also precious little pedestrian space. This is the perfect place to address that.

In order to prevent homeless people from sleeping in the parks, have an ordinance against it and provide a shelter with showers for those who need it.

Concerns: Culture- and humanity-less structures; lack of environmental protective measures; likelihood of more chain stores and restaurants.

Normally, the EIRs don't cover issues such as the effects of a project on global warming and emissions.

The additional of a group of nondescript, "big-box" looking buildings would cheapen the neighborhood. It needs architectural integrity & green space.

too many people in a small area whether by car or foot

The EIR does not address the "trip count" related to traffic in the surrounding areas. Our traffic flow will be negatively impacted

I would like to see the new 3rd lane on Topanga Cyn Blvd removed. It is a safety hazard.

Public safety. More visible police officers.

Heavy traffic.

The traffic now at peak times is overwhelming the streets surrounding Warner Center

this will surely bring down the value of the neighborhood and invite crime.

The traffic is already horrendous. Ventura will pick up more traffic from people trying to avoid the Village. What happens to those off of Ventura

concerned about the increased pressure on limited resources, the valley is hot, too much water to keep things cool

I hope the design would be more fitting for a residential area. I live in the condos on Canoga and our other driveway exits on Erwin.

I am extremely concerned with traffic impacts that will occur with this project. The originally proposed tract map proj should be left in place.

We are losing the charm of the SF Valley. Becoming a HUGE city within a city.

Woodland Hills-Warner Center Neighborhood Council

Should have classy style, NO boxiness. Should be a special place where walking around is a visual pleasure. No ugly bright colors.

Is a hotel needed or is it just for added City revenue?

My suggestion for easing traffic in and through Warner Center is:

66 written responses

Stop the cars. Make it Pedestrian only...provide clean fel shuttles or trolleys. There are TOO MANY Cars and People for this small area.

Traffic only occurs when you have something good and everyone wants to be there!! You don't see traffic on Crenshaw or in Pacoima!!

Don't build anymore projects.

Since Warner Center is so large it becomes very important to provide efficient local public transportation such as frequent shuttle buses so residents will not see the need to get in their cars to go to local businesses or visit other residents. If cars become the major means of transportation the congestion will become unbearable.

A trolley encircling the entire area from Topanga/Ventura--Vaowen/DeSoto--DeSoto/Ventura and back to Topanga stopping at key points (major buildings, hospital, bus stops, Canoga H.S., 3 malls & Ventura shopping, too). Additiona trolley from Promenade to Topanga Mall with stop at the Village.

don't Build

Perhaps make Owensmouth a one-way street through Warner Center

Widen Owensmouth from Vanowen to Erwin

Build bridge or underground tunnels on Victory;Erwin to connect all retail locations

Widen Topanga Blvd between Oxnard&Sherman Wy

Provide a Park&Ride lot for Orange Line riders from the Warner Center station.

Provide shuttle service from Orange Line - Warner Center&Canoga Park Stations to reatail shopping

Get the Topanga Cyn onramp going west fixed. The "METER" is always GREEN and it causes a lot of problems for those trying to exit at Shoup/Fallbrook. With a steady stream of cars getting on, there is almost now way to get off. I have a perfect solution should anyone like specifics, please contact me. There isn't enough space here to describe.

I'm not an engineer and haven't studied the ingress and egress, traffic patterns, etc., etc.

to make a monorail, moving sidewalk, tram or trolley system(that is above or out of regular traffic, so it is easy get around the entire center no matter where you parked.

DON'T CREATE ANYTHING THAT BRINGS MORE TRAFFIC TO THE AREA! IT'S THAT SIMPLE.

Don't make it so big. Just because living spaces are built, doesn't mean that the people living here will work here. In addition, the mass of people coming to a place similar to "The Grove" will naturally attract traffic similar to that around The Grove which is a large urban area unlike Warner Center.

widening Canago blvd.

DON'T BUILD IT!

Make some of the area restricted to pedestrian only

Woodland Hills-Warner Center Neighborhood Council

More and more innovative public transit!

Proposing a flex work week where companies are encouraged to have 40 percent of their workers telecommute or commute during non-peak hours by 2010.

For retail traffic, have a well planned and informative shuttle that will take people from area to area once they park.

to not build anything that increases traffic!

minimize growth and improve existing roads

????????

Widening Topanga, Canoga, and Erwin (if possible)? One designated lane for The Village entrances? Traffic lights near the new entrance...

No big rig trucks allowed on Topanga Canyon Blvd.

Correct bad signage on Topanga - people tailgate during the time it is legal to park. It's a serious accident waiting to happen. Find a place to put parking meters and handicapped parking- possibly in Denney's Union 76 lot

The new development should have a transit center, adequate bike parking, and convenient and safe pedestrian walkways to promote alternative transportation.

Go back to two driving lanes through Oxnard, between DeSoto and Winnetka.

Somehow resolve the traffic pile-up at DeSoto and Victory and at Canoga and Victory (Better timing of traffic lights, double left turn lane or ?

Rebuild parking at Promenade location, but try not to have parking in between. Let people walk, it is good exercise.

Trams, people movers, vans, etc. I LIVE and work in Woodland Hills, I would like preferential treatment with regard to parkingsuch as special (free) permits for those who live here OR maybe coupons for shuttles, etc. Let's keep Warner Center and the surrounding areas as free as possible from traffic, PLEASE!!!!

Parking lots to the north of the center to bring foot traffic to kitchy canoga pk shopping area too. Parking near orange line. Parking near Canoga and 101 with green/ electric trolley like shuttles. Use a southbound lane for northbound traffic at peak hours.

Left hand turn signals at all major intersections timed so that at the busiest times of the day an adequate number of cars is allowed to make the left turn.

Redoing some intersections that have confusing signals and congestive design. Shoup and Ventura blvd, for example.

Synchronize traffic lights for a better flow.

Reduce office space. The area cannot support more high rises of any kind. Widening a couple of streets will do nothing. There is no way of easing traffic. We have to stop making more of it.

Right/Left turn lanes only on Topanga for people entering the mall. Make selected exits from the malls right turn only onto turning lane.

Make Oxnard 2 lanes again, between de soto and winnetka;

Continuously operating electric rails from and to underground parking--distant from Village. Pick-up and drop-off bikes and carts available for common use throughout the village. Think of not only added congestion as the problem to solve but also added pollution. The Village could become a model for the planet.

Woodland Hills-Warner Center Neighborhood Council

Better traffic lights and signs through out the neighborhood to help direct people. Anti gridlock areas and defined pedestrian walkways that extend beyond the vanowen, canoga/victory/ topanga streets to help prevent people from jamming the adjacent streets when trying to avoid the traffic jam surrounding the development.

Provide free shuttle buses from different locations to the shopping center. They need to evaluate where most shoppers and visitors come from and then provide free shuttle services from various location to the mall. The Shuttle should stop at various locations.

Expand the Orange line accessibility with lots of shuttle buses (natural gas or electric). These shuttle buses would also feed in from neighborhoods outside the project (Canoga Park, Winnetka, Woodland Hills, Calabasas). Somehow encourage people to 'walk' not 'drive' the short distances from communities near this project.

Don't overbuild the retail, office and apartment space that bring in substantially more traffic.

stop the growth by not issuing permits & variances for more condos and office space

Rail, mass local transit. Transport people from off site parking to the mall

You can't add 4,000 dwellings, more stores, a hotel, more restaurants, etc. without creating a traffic problem. Perhaps adding the community/senior center will salve your consciences.

Wider streets. More streets. Synchronized traffic signals.

One thing you need to do is cut off traffic to our neighborhood at Topanga and Kittridge. I suggest blocking the street right at the alley entrance to WAMU. Keep the traffic from speeding through our street (Randi), which will only get worse once this project is completed.

Stop importing cheap foreign labor in Warner Center.

Extend Orange Line up to Chatsworth to connect with Metrolink.

Install trolley street buses

Adequate parking at key points all along the perimeter, so that drivers can quickly get off the thoroughfare and transition into underground or deck parking.

minimize the housing that gets put in, incl. office space. If the center is kept minimal(as far as offices, retail space. Perhaps just a storefront strip of stores/dining, local pub.) there won't be constant need to commute in/out of the WC. Thus, easing air traffic pollution and congestion.

Remove the bus congestion in Warner Center on Owensmouth where is decreases to only one lane. Place a stop sign on Owensmouth at Marylee St. so traffic at Marylee can turn left without racing the oncoming traffic on Owensmouth. Need to widen major arteries into the center

do not expand.

Quit building in an already crowded space

Do not build too many more large office building or hotels, or too many businesses.

Make use of one-way streets.

Reroute orange line from Hub to Victory instead of using Erwin to Variel. It is very noisy for the homeowners.

Changing the timing of some of the existing traffic lights may lessen the back up on Victory (west side) and Topanga Cyn. Blvd. which delays residents of our neighborhood from leaving or entering the area.

Shuttles from off-site parking.

bikes, walks and people movers in and out of area

Woodland Hills-Warner Center Neighborhood Council

Enhancing flow of traffic by timing streetlights to favor northbound/southbound traffic on alternating main arteries (example: DeSoto favors northbound while Canoga favors southbound traffic.) The same could be done with east/west arteries such as Oxnard, Erwin, Victory and Vanowen.

Don't build it. Do we really need another shopping complex? :-(

REDUCE THE AMOUNT OF PROPOSED RESIDENTIAL UNITS AT THIS PROJECT. THE CURRENT PROJECTS IN PLACE (4000 UNITS) WILL ADD 8000 CARS TO AN AREA ALREADY IMPACTED. THE CITY COUNCIL AND THE DEVELOPER WILL NOT BE HERE TO LIVE WITH THE IMPACTS, WE WILL. THE COUNCIL OWES THE RESIDENTS OF WOODLAND HILLS THE QUALITY OF LIFE WE HAVE MOVED HERE FOR!!

Make Vanowen Westward only and Victory Eastward only. Utilize Fallbrook and Shoup, as well as Owensmouth and Canoga to relief some of surrounding circular pattern congestions.

No more building.

dedicated signal with green arrow turning

NO MORE BUILDING

The new center island on Topanga is so ugly! All cement with bright garish yellow poles. Not an attractive approach to this. Should be landscaped and NOT look like a freeway like it does. Where are the free trees the city is offering? There should be some in the dividers of the main streets.

Allow only certain product types to be built that will only attract local people. Will more retail attract a greater amount of non local trips? Create a "DASH" type system to be utilized by local residents. Offer credits to developer to build less parking if locals will use local shuttles. Call me at 310-453-0414 Alan Merson to discuss in detail.

What I like best about the proposed plan for The Village is:

64 written responses

Community center, Outdoor restaurants

The community center and skating rink

Some place for the 40+ year old to go and do something. There is a serious lack of entertainment (other than food and drinks) for those who are 40+ and single.

EVERYTHING!!!!

Green space.

More restaurants. The west valley suffers from too few really good family type restaurants.

The fact that this could act as a community center and not be yet another box mall. I also approve of the new urbanist mixed use philosophy.

If it's anything like The Grove, it's going to be wonderful for Warner Center!

More community space, more open and green land also additional entertainment venues.

NOTHING

Live, work and play, all in the same area. No car necessary and proximity to public transportation.

NOTHING!

Woodland Hills-Warner Center Neighborhood Council

The green space (as minimal as it is) and a community center for kids and teens if that idea sticks. I also like the old town style of angled parking in front of some businesses. It has been successful in areas like Palo Alto and Burbank

NOTHING WE HAVE 3 MALLS AND PENTY OF OFFICE SPACE AND CONDO'S ALREADY. IF I WANTED TO LIVE IN NEW YORK I WOULD HAVE MOVED THERE.

The potential to make Woodland Hills a real town by incorporating European style squares with water features, art, restaurants and paseos.

It will remove some current eye-sores.

A place for concerts like Universal Gibson Hall would be nice.

Nothing. This will be just another architectural monstrosity just like Westfield Topanga. It will compound are water resource problem and further overload our streets and freeways.

provisions for green space Anonymous

Walking, bridges, mini-buses. Create a European flair community.

I think it will really enhance the community. I like the idea of an indoor/outdoor mall. It should be family friendly, upscale and beautifully "modern" designed...so as not to look outdated in 10 years.

I would love it to include an indoor skating rink/skate rink (for the kids), a skate park, a venue to see live acts like a "House of Blues".

The trolley

Its outdoors

Excellent for residents and businesses in the west Valley.

The bridges over Victory and Erwin, so that traffic is not impeded on these streets.

It will be something unique to the valley.

Hopefully it will provide some services we do not already have.

Vibrancy in this area. Open space.

It is incorporating a large open space area with attractive landscaping.

The idea of implementing a skatepark into warner center.

The idea of an outdoor central area to give Warner Center a center.

The land is obviously under utilized and has been for many years. More restaurants, small retail (no big box retailers) and entertainment features in park like atmosphere would be a great addition to the West Valley.

A combination of housing, office space and shopping.

I like the prospect of having more outdoor restaurants, and green and walking spaces. I like the idea of pedestrian bridges over Victory and elsewhere.

walking/green areas, more of a town center feel

I like the idea of a community center & a museum satellite which could have cultural and educational events catered to children, teens, & seniors. Walking paths & green areas would be nice, maybe an outdoor stage for small concerts.

I don't know enough about the plans to comment about "best."

Woodland Hills-Warner Center Neighborhood Council

As a member of the community, the only presentation of the proposed plan I know of was held at a WHWCNC meeting. Two presenters were given about 10 minutes to speak, show some sketches, and speculate. They did not provide for follow-up at the meeting or at Westfield offices.

If done right, it has a great chance of re invigorating the neighborhood with tasteful and attractive stores, restaurants and open spaces.

The project EIR should address pollutants of concerns in relation to the Los Angeles River watershed, in particular the TRASH TMDL, Metals TMDL and Bacteria TMDL. There should be solid proposals to deal and mitigate the above issues associated with the design of this project.

The introduction of a 'center' of life for the west valley. With adequate local transportation from MTA (shuttle buses), many citizens would enjoy the multi-faceted activities such a center would provide.

The possibility of adding a cultural reason for people to visit Woodland Hills, ie. a museum branch of LACMA or MOCA or a playhouse for theatrical productions. The possibility of adding a pleasant, park-like area for people to walk.

nothing

A place to sit and enjoy the water fountains and the music in the air.

Unless traffic is alleviated, especially through our neighborhood, then there is nothing that I like about it. How many more stores, apartments/condos, and office space needs to be crammed into this area before you choke it to death? For as much as we eat, we sure don't need more restaurants and hotels either.

I don't like one damned thing about it.

Don't know enough about it.

More outdoors & two mall connection

That you're considering input.

The intent to make it pedestrian and family friendly.

Walkways and green belt area

more parks

Redevelopment of the long-vacant lot off Topanga

That they are trying to beautify the space.

The valley lacks a 'destination', this gives us one

Cleaning up and developing the fallow land along Topanga and Victory.

Input from Woodland Hills residents.

Greater opportunities to walk from shops to restaurants to theaters and public areas while leaving the car parked. Public areas, restaurants and shops will foster a greater sense of community and cultural vitality in this area.

Additional retail, community and cultural, and office facilities.

Possibility of having an ice-skating rink.

I don't like anything.

something significant is long overdue on the old land. i've lived in the area all my life, and this sounds like the best plan yet

I DO NOT like anything about the plan. We are losing the charm of this area with the ugly high rises, offic buildings, etc.

Woodland Hills-Warner Center Neighborhood Council

Filling out an enlarged area of clean, active, pleasant surroundings from Vanowen to almost Ventura.

A place to enjoy the days and evenings, etc. We do not have anything like this. We have to go over the hill if we want this kind of experience.

What I don't like about plans for The Village is:

60 written responses

Hotel -- aren't two enough!! More apartments/condos -- too many now!! More office buildings. No "Rodeo Drive" type stores are needed. Would like more information about the proposed bridges. Don't want more parking structures. Too much congestion in a small area

I don't like the thought of more Apartments Condos and traffic congestion. Also since we are proposing a state of the art facility how about architecture that is modern and worthy of a project like this. The most recent buildings to go up have been very cheesy looking. Let's make the structures as interesting and classy as the rest of the project!

Not sure if it will help or hinder...is it a get rich scheme or is the community needs assessment really important?

It's taking too long!!

It is overcrowding WH. WH doesn't need more businesses, apartments or office space. We should annex from LA city. LA just wants the revenue, they don't care about the current WH population.

Apparent lack of green space or walkways between buildings.

The architectural style is hideous. The plans place too much emphasis on the non-green areas and on driving to the Village. The square footage sought is too high--particularly for office and retail.

The apartments and/or condos.

No plans for park and ride lots for the Orange line Warner Center station users. Also NO bike storage for the Warner Center Orange line station.

TOO MANY PEOPLE, BUSINESS AND TRAFFIC < TRAFFIC < TRAFFIC

I haven't found anything yet.

EVERYTHING!

It's too big and adding more apartments and condos in this area will just add to congestion and frustration. I also don't like that it will be so complicated to shop. I don't want to make it an event everytime I need to buy something.

Allowing too many apartments and all the traffic

Its commercialism. We need parks, not shops.

I'm worried about parking and traffic.

Residential units, impact on our water resources, impact on our local streets and freeway. Too many buildings, potentially ugly architecture.

that there is even a consideration to allow so much building in a community lacking room for population growth

CONDO'S AND APARTMENTS!!! WE HAVE ENOUGH!!

I really don't want to see a lot of condos or apartment buildings. There are so many already in Warner Center and new ones that have recently been built. We don't need the additional traffic.

Woodland Hills-Warner Center Neighborhood Council

I haven't seen the final proposal, but the widening of Victory Boulevard will be completely inadequate to meet the enormous transportation needs of the center.

More traffic in the area, more parking hassle at the new malls. The high-rise garage at the Promenade is already a nightmare to use.

Potential congestion

Congestion, more people in a smaller area, traffic fumes, noise.

It is still a mall+ apartments.

The idea of more office buildings and condos in Warner Center.

Traffic congestion

No high rises, no large retailers. It is obvious that the developers could be careless about the people that have to live near it. Traffic! Traffic! Traffic!

Increased traffic along Victory and possibly Owensmouth.

Too many apartments/condos.

too much retail

More people, more traffic.

Don't like the idea of another grocery store unless maybe it is some type of smaller, independent store - not another Ralphs please. Would love to see more unique, independent shops as opposed to chain stores. We already have every big chain here - don't know what else is left.

Lack of transparent planning... see #4 above.

The architectural design is not very appealing to the eyes, traffic and pollution are also a main concern. Also, how green is this design?

Possibly the over abundance of pure office space without concern for residential. The old 'Main Street' style of living provided citizens an opportunity to live and work (if they have their own business) at the same place. These type of residential/work structures should be considered (affordably I hope).

The developers really only want to construct what they will make the most money from (office, apartment and retail buildings) and care nothing about what that will do to the character of the neighborhood. Anonymous

the additional traffic, congestion and pollution that it will attract to this area of already high density and traffic

Density further encroaches into compressing the valley from sprawling to compacted.

Too, too, much of everything. We will pay the penalties as most of the other overdevelopments in Los Angeles. Where did our lovely city go, and why?

Traffic, Traffic, Traffic. You are going to turn our neighborhood into a traffic shortcut, which is exactly what we are trying to avoid.

More stores selling more cheap Chinese junk and no plan to create anything here in the US. Retail sales jobs are poor quality work. Let's make something American. Let's stop bringing Indians over here to undercut American wages. This will be a big boondoggle.

Impact on traffic

Too many apartments

I'm nervous it will turn out to be too ultra modern, a style in which not all prefer.

Woodland Hills-Warner Center Neighborhood Council

Too many apartments and condos creating too much congestion in an already congested area.

just about everything

Anything that brings more people into the area without regard for those of us who live in the area already.

I should not look like downtown LA.

The potential for over flow traffic and parking to impede and impact our small neighborhood across from Westfield Topanga Plaza. Currently employees and patrons park in front of our homes already which makes it difficult for family and friends to park in front of our homes.

I worry about crowding and crime.

traffic and parking

Lack of water. If we are talking about rationing water now, how can we sustain more buildings and a denser population in the area?

It looks like it is already a done deal.

The lack of sufficient analysis being done to study the impacts to the area and the residents.

The area is already over built with congested traffic.

I DO NOT like anything about the plan. I feel as if I am a pawn of the big corporations and my opinion doesn't much matter.

The possibility of too much high rise and too much traffic.

So many apartments.

It is too much development for the area. Is there really a need for another hotel or is it driven by the City to generate TOT revenue? To mitigate traffic why not build low income non luxury apartments for the hotel and retail employees to live. To cut down on bus and car trips per day? What is the time frame to build the condos? What is needed?

I would support the City of L.A. allowing taller buildings if the developer will incorporate more green space:

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes			54	47 %
No			43	38 %
No Response(s)			16	14 %
Totals			113	100%

26 written responses

LA to spread out. This will help people live work play and pray and love together.

The City of LA should not allow taller buildings in WH period. It's not a matter of green space, it's a matter of turning WH into downtown. Bad idea.

This is not a negotiation. Green space is a priority over construction, tall or short.

This is a catch 22 question. We don't want taller buildings, but we want open green space.

Woodland Hills-Warner Center Neighborhood Council

UNDER NO CIRCUMSTANCES AND I MEAN NONE DO I THINK TALLER BUILDINGS ARE GOOD. THEY WRECK THE VIEW BLOCK THE SUN AND REALLY RUIN THE QUALITY OF LIFE.

I would have to see firm plans to answer this question.

Warner Center already has the urban island effect, so I'm slightly against it.

Hire an architect with a good taste. This developer builds horrible designs. They need to find the architect that designed the Grove and the Commons.

the city of L.A.'s duty is to incorporate green space in all planning

Green spaces have been used that were set aside already. Stick to the plan. We will never get space back.

I think that is fine as long as the green space is designed beautifully and there are places for a children's park (like Gates Park in Calabasas).

earthquakes and blocking views cause me to think twice on this one.

We definitely need taller buildings. The five-storey ones are using too much space.

Provided that traffic mitigation is implemented

Taller buildings create traffic. It is exactly what we don't need.

But only if in addition to the green spaces, they also make sure that the buildings use as much renewable resources as possible e.i:solar panels

Under the condition that the tree are not palm trees and they are chosen from ever-green trees and provide a lot of shade.

Once the tall buildings are built the promise of more green space will be breached. This is earthquake country.

That seems like a fair trade, although my view will not be impaired. I think you should heavily consider those whose views will be impaired.

NO!! Not too tall. We didn't purchase our home to feel as though we were located in the heart of a metro down town area!

I am a resident of the townhouses in the area and do not enjoy looking out of my window at tall buildings.

The buildings in Warner Center have already altered the wind patterns in the area.

There are enough tall buildings already. There doesn't need to be any more.

The appeal of the area is the lack of high buildings. The north view (mountains) is an area signature . This is an rural setting not Downtown LA

Let's be like Westlake and not have buildings/signs over a specific (small) height.

IF...they are not big boxy monsters. They should be disguised in a way so as not to look like typical, cold structures.

I think Warner Center needs more housing priced as:

Answer	0%	100%	Number of Response(s)	Response Ratio
Low-Income			10	7 %
Workforce (Teachers, Police, Fireman, Skilled Trades, etc.)			50	39 %
Market Rate			27	21 %
Luxury			27	21 %
Other			12	9 %
Totals			126	100%

12 written responses for Other

Buy, rent what's already available

None

I THINK WE NEED MORE OPEN SPACE AND PARKS

NONE

Need is senior citizen luxury housing.

Senior housing - on a bus route.

We don't need more housing

No more housing period.

single family homes

Seniors and Accessible Housing

enough housing...area already saturated, and crowded

LESS HOUSING

39 written responses

You need to assess the community around Warner Center. There are below poverty level families without enough to eat...

We are not a low income neighborhood

Warner Center doesn't need more housing. No one should control who lives where. Its a matter economics. Rent,buy what is already exists.

The last thing we need is more luxury anything!

there is little or no program to help average people afford housing in the area. There is already too many "luxury" condos in warner center

Housing is critical for middle class and for people who want to work in the community.

4000 additional units already built or approved is 4000 units too many. We don't need more housing. We have a water shortage! Stop development!

If more living space is needed in the area, a desalinazation plant needs to be considered. We will also have energy problems in the hot, dry Summers.

Woodland Hills-Warner Center Neighborhood Council

WE NEED MORE OPEN SPACE,PARKS&TREES, LESS BUILDINGS,CONCRETE. WE'VE ALREADY HAD SO MUCH GROWTH THAT TOPANGA IS GETTING VERY CROWDED WITH TRAFFIC.

I need a place where my teachers and nurses can buy homes in town -- condominiums, perhaps, with plenty of green space.

I would like to see an end of suburbia. So both are needed.

The only housing that should be permitted is workforce housing.

We cannot support more housing! See previous comments.

or not be allowed at all in a community that has no room for growth and whose labor needs to commute to for work.

Enough apartments!!!!

If you are going to put in any housing it should be luxury only.

Too much already and what is being built is unaffordable by many,

If the city wants developors to build more workforce or low income housing they most offer some incentives such as requiring less parking.

No more humongous apartment structures. eg. "Chicago housing authority is demolishing 30 high-rises... striking at 50-years of flawed housing policy."

My wife is a teacher and know many qualified techers are leaving this region because they can't afford to buy a house.

If more housing is needed, renovating older buildings in surrounding areas like Canoga Park would be more valuable to both neighborhoods.

it does not need more housing at all

No subsidies. that means no workforce subsidies, no low income.

None---we have enough already. It already looks like we are in some overcrowded city in Europe.

If I had a choice between Workforce and no housing at all, I would choose no housing.

What idiot in their right mind thinks these retail jobs will allow retail sales clerks to afford million dollar homes that don't even have yards?

Let's increase property values.

no more housing

If any, Woodland Hills could certainly use a face lift in the type of homes in the area. Just don't get crazy!!

I think with the recent building we do not need more housing.

no apartments, no condos

Too much housing already!

There are already too many people in the area.

Low Income for seniors and disabled people and Affordable housing are two different things.

I do not believe the area needs more homes. The area is built out and this is yet another opportunity to cram more homes in full area.

Enough taxes are paid already to support so called "workforce"

Woodland Hills-Warner Center Neighborhood Council

My daughter, who is pregnant, can't find a 2 bedroom apt. as they cannot afford the rent. and barely make their one bedroom apt. rent.

Too many new houses, condos, etc. This area will become a town - a nightmare - not planned out well and lose the charm that we have had.

NO low-income. I had to leave Santa Monica as I couldn't afford to live there. Why should low-income get breaks that middle class does not?

I think Warner Center needs more:

Answer	0%	100%	Number of Response(s)	Response Ratio
Service businesses (grocery store, dry cleaners, etc)			25	5 %
Entertainment venues /movie options			34	6 %
Apartments			4	<1 %
Retail businesses			8	1 %
Restaurants			36	7 %
Water features			47	9 %
Architecturally unique buildings			43	8 %
Condominiums			4	<1 %
Transportation			38	7 %
Fast-food outlets			3	<1 %
Public art			55	11 %
Office space			1	<1 %
Green spaces			83	16 %
Public spaces			56	11 %
Community facilities			56	11 %
Totals			493	100%

31 written responses

Outdoor restaurants

can a community center support a food pantry for the poor & elderly. Or are we only concerned w/the wealthy who can afford the high prices in area?

Leave Warner Center alone. It's already been raped enough!

Warner Center also needs to be more pedestrian friendly.

Service business = Grocery store with delivery & pick up service

Warehouse store like Costco w/gas station and electric car charging stations

Cultural Center, "The Arts"

Green spaces and public spaces, but none of the other.

Need more restaurants such as: Claim Jumper Macaroni Grill, Mimi's.etc.. No more steak houses.

Community facilities should include our kids and teenagers. I want to give them a place to be as opposed to hanging in the streets. Also, more Dashes.

Woodland Hills-Warner Center Neighborhood Council

We don't need any of the other items on the list!

I have been raised in the "valley" for 35 years. I cannot figure out why we have never planned for recreational spaces like most great cities.

Outdoor theatre.

I would be happy with keeping up the status quo. Why do we need more? Woodland Hills/Warner Center is already a wonderful place!!!

organic agricultural museum or science museum for kids and kids at heart. Nice tie in with Pierce etc.

One of the upsides to living here is the variety of services offered; would like more unique retail, fewer chain stores

Would love to see a tea garden, a Cajun-Creole restaurant like Emerils or Brennans, & a live entertainment/restaurant such as Margaritaville.

The only "more" we really need is improvement of what exists in our West Valley area.

It would be nice to have a community center like the one in Tarzana.

Residents go to Calabasas for dining and spending time with their families. We need a place like the Commons for families and affordable entertainment.

Is it too late to stop this madness?

Warner Center needs more real jobs for real companies that hire real American workers at good American wages.

Improve rapid transit opportunities.

Areas for children - indoor areas so when it is very hot over the summer they have places to go to - like ice/roller skating or indoor mini golf.

MINIMAL retail. When people go to the Village, let them pamper themselves and consider it a luxury, not where they dread going due to the congestion.

There is no grocery store in the area of Warner Center.

Warner center was prettier when they weren't trying to make it look like downtown LA. More greenery. Make it look more like a park than a city.

A grocery store, maybe a small public library, small community playhouse and a community center.

We need a grocery or market!

None of the above, the area is already congested.

DO not turn us into a crime ridden, traffic ridden, area with no character of buildings. We moved here to get away from LA/WLA. WE ARE THE VALLEY.

Whatever is considered should not encourage people to travel from outside the area and increase the traffic flow in the area. Not enough space for cars

What I don't like about plans for The Village is:

75 written responses

Expecting Westfield to develop based on what's best for the community rather than what will make them the most money!

Woodland Hills-Warner Center Neighborhood Council

Keeping the increasing traffic/congestion as a planning priority before more is created.

Making this project appeal to everyone. Good luck!

Limited space, traffic and the need to address community needs.

The oldtimers from the neighborhood council and homeowners groups standing in the way of progress. These are older people that don't or can't understand change. Not in my neighborhood. When they leave they want it to be another Canoga Park or Reseda because they couldn't keep up!!!

Developers and the approval of the City of LA. They all want money and don't care where or who they rape to get it. Example, Santa Barbara has reached their limit, if you want in, wait till something is available, but don't tear down small and build a mansion. LA's planning commission is a disgrace.

Making sure that traffic congestion doesn't become a major problem which could result in a blight to the entire development. Residential density (apartments and condos are threatening to contribute to undue congestion). If everyone has to get in their car to get around Warner Center proper traffic will become a major problem.

Traffic, aesthetics, and the environment. These may seem like 3 separate issues, but they are intertwined as too much traffic and the lack of green solutions will doom the project at the start. Make it pedestrian friendly.

The traffic on Oxnard between De Soto and Winnetka. This is a residential area and cars are driving fast without stopping at stop signs.

need more park space

To make Warner Center accessible and not crowded. What's wonderful about it now is that it is still a community...

Increased traffic and better and more reliable public and affordable public or private transportation services through the Warner Center area.

TRAFFIC< TRAFFIC< TRAFFIC< TRAFFIC< TRAFFIC

This could impact housing to local residents as too much traffic will ultimately lower home prices .

Traffic and Parking

Making sure traffic does not become any more of a nightmare. If not going to Warner Center it should be easy to get through it and not have to stop at every light.

Biggest problems include traffic that would change the nature of the community and create gridlock. Important to keep quiet and traffic free streets west of Topanga Canyon Blvd. Middle class housing is critical. Preserve feeling of open space.

IRATE CITIZENS, but that won't stop them. Our city government does not have the courage to stop development. This project will go through in spite of all the protesting. We do not know a single person in favor of the congestion and other negatives this project brings. And when it is built, it will just be another Westfield eyesore.

The chaos while it is being built and solving the traffic, water and power and crime issues so as not to be a drain on the community.

We live in Woodland Hills because it is a quiet neighborhood, all this development will change the character of the city. The traffic in 101 is already a disaster and this will add to it. Canoga Blvd can not handle the existing traffic, we have a few schools on Shoup Blvd. Send me your traffic study so I can evaluate your impact.

HOW DO YOU BUILD VACANT LAND AND STILL GIVE SPACE. THE ANSWER IS YOU DON'T. BUT IF IT WAS DONE VERY AESTHETICALLY NOT CROWDED ALONG THE LINES OF THE GROVE AND FARMERS MARKET IT MIGHT BE OK. BUT WESTFIELD HAS RUINED THE PROMENADE MALL AND IS FOND OF JUST BLUNKING DOWN MACHINES IN THE MIDDLE OF A HALL TO CREATE REVENUE. NOTHING ABOUT PLEASING INVOLVED.

Making it unique and classy...not just another strip mall with neon lights and every typical retailer.

Woodland Hills-Warner Center Neighborhood Council

Fitting in good architecture and city planning with commercial development. I see much conflict in the present plan.

The 101 freeway and people's fear. If a better subway or Orange line could be made, it would bring business and people without the traffic and parking problems. The Orange line is great if people didn't run red lights and hit the buses. Most people I talk to are worried about traffic and parking. Also, many trees to help the urban island effect.

the City of Los Angeles Planning Department.

TRAFFIC AND LACK OF WATER. We will all be rationing our water use soon enough. Let's not speed it up with another residential project.

Sticking to a plan. One that is good for the people/community - not just developers/city hall.

To meet the needs of the community and do it in such a way that it benefits the community for years to come.

Traffic and Crime and graffiti

How do we get all of the people into and out of the Center without choking the community in traffic?

NIMBYs

Traffic, traffic, traffic and parking! The lot next to the AMC theatre is already a nightmare when both AMC and the mall are open at the same time.

Keeping the area beautiful, and not just a mini downtown L.A.

Traffic and too many apartment/condo development!!!

Markets change so fast. Some years it's wise to have office space and by the time you build it it becomes more favorable to have more housing. People are spending less and I think this could become a high end ghost town. Not likely, but with Westlake and TO so close why would people come to a cookie cutter mall to shop? We need unique .

Balancing the rights of property owners with the needs and desires of the community.

Decided which ideas will receive the space and funding that they require.

High prices and traffic congestion.

Creating a profitable center without increased traffic.

Making it as "user-friendly" as the Topanga Mall has become.

Traffic congestion on Topanga Canyon and trash/pollution from additional people.

traffic

Lack of community participation. WHWCNC reports that this is "one of the last meaningful chances to voice... opinions on Westfield's proposed new retail/corporate/residential project." What is that all about? This is the first opportunity that I know of.

Will you be reporting survey results? Will they be discussed openly?

Traffic and mass buildings. It's all about building more stores and not thinking about other needs of community, such as open space, senior center, civic center.

Integrating all of the above mentioned aesthetics into one, common area for citizens to interact and enjoy something in common.

There is no overall land planning in the Warner Center that includes beauty, harmony, green space & architectural integrity. The Promenade & Topanga Malls were added to in nondescript fashion as necessity arose. Many conflicting styles of apartments & retail complexes have been built. Our community should be more than places to shop and work.

Woodland Hills-Warner Center Neighborhood Council

people who want to keep warner center a community without pollution and overcrowding--we have enough shopping centers and retail businesses and restaurants

Not creating a master plan that spells an architectural statement of what is Woodland Hills/ The valley has become such a hodge-podge of everything.

Getting our small town citizens to change their mentality and want to go to a massive shopping center. Keeping the new businesses in business. Crime in the area. What will happen if we have a massive earthquake?

Traffic and meeting the ecological needs of the community.

Overcrowding the area. Too much traffic. Our neighborhood being turned into a traffic shortcut. More crime as the result of more people, especially young people who may be looking for, shall we say, more "challenging" things to do in the area.

Stopping this insane plan.

Traffic!

Street trolley bus

Not creating another humdrum mall that looks and feels like every other humdrum mall. Just because it's big doesn't mean people will flock to it. It has to look and feel different on a fundamental level. Attention to a sense of community provides unique characteristics, an attractive one that offers more than pervasive retail experiences.

Reducing traffic, congestion.

The influx of more people and the problems created by automobiles. What will this do to the air quality around Warner Center?

The community

Traffic, traffic and more traffic.

It is looking like LA instead of a beautiful location.

dealing with the summer heat in an environmentally sound manner.

How to handle the traffic, noise and pollution.

Traffic

Integrating existing structures with new ones.

traffic and parking

balancing the needs and wants of area residents (a beautiful and appealing center of retail, entertainment, dining and relaxation) with the needs of developers and businesses.

The developers can't guarantee that we will have enough water.

Warner Center/ Woodland Hills is the hottest spot in the valley during the summer. More buildings and more concrete will make it hotter. This is 5th grade science folks. Plant more trees and it will cool off.

Warner Center was supposed to have adequate parking. It doesn't and the area keeps getting more and more crowded. DeSoto is packed with cars, and getting out of our homes has become a challenge at certain hours.

simply the addressing major impacts, environment traffic that the propose project will bring. I moved from West LA to get away from traffic congestion and cramming developments. To move freely in my area without delays. The developer and the Council need make this area more open space and worry less about the grand dollar. The CC owes to us

Over development, traffic congestion and parking.

Woodland Hills-Warner Center Neighborhood Council

traffic

HOW TO STOP IT!!! Big corporations are bullying us and we have no real input or say in what is happening to our environment.

The biggest challenge facing US is to get YOU people out of here!!!!

Maintaining safety and peasant surroundings while getting a decent return for the huge investments they will be making.

Trying to keep greedy Developers from cramming anything in that they feel will make them the most money at the expense of the surrounding community.

Quality of life - traffic and congestion. The area is already beginning to feel dense

Community Notice

Modifications to Project Since 2007 NOP and Distribution of Community Notice regarding
Modifications to Project

The project evaluated in this Draft EIR represents a modification to the project as previously described in the 2007 Notice of Preparation (NOP). Specifically, in response to community comments received after the NOP was issued in 2007 as well as changes in economic conditions, several changes to the project were made reducing its overall size. In particular, residential uses are no longer proposed, eliminating 494,000 square feet of development. In addition, office uses were reduced by approximately 275,000 square feet and the hotel was reduced from 300 rooms to 275 rooms. Overall, the modifications reduced the size of the project by approximately 774,000 square feet. The initial design also contemplated a podium design whereby structured low-rise parking would be constructed across the site beneath a podium level, and proposed retail and other development would be located on and above the podium level. This podium approach is no longer included in the proposed project design. Thus, heights and massing of buildings closest to the street as viewed from the perimeter of the site have been reduced when compared with the heights and massing originally proposed.

After consultation with City Planning regarding the project modifications, Planning advised that since the Draft EIR would be evaluating a smaller project with similar or reduced impacts than the project described in the 2007 NOP, circulation of a new NOP would not be necessary. Additionally, to ensure that members of the public as well as public agencies were informed of the project modifications, a notice describing the project modifications was mailed to every individual and agency who received the NOP, as well as to those people who commented on the NOP, or attended the NOP Scoping Meeting. This notice also invited community members to a Community Workshop held on July 28, 2010, which updated the public as to the status of the project and the proposed project modifications. This notice and the mailing list are attached hereto.

Furthermore, both LADWP and LADOT confirmed that this approach would result in a conservative impact analysis. Also included herein is correspondence from LADWP confirming that the modified project's water demand would be less than the water demand for the prior podium project described in the NOP. Therefore, the modified project's water demand would be less than the water demand estimated in LADWP's Water Supply Assessment. Additionally, a memorandum prepared by the Draft EIR's traffic engineers, also included herein, confirms that traffic volumes have actually gone down since 2007, when the NOP was issued and the traffic study's traffic counts were collected. Therefore, use of the traffic counts from 2007 would be conservative. LADOT concurred in this



Modifications to Project Since 2007 NOP
February 10, 2011 - Page 2

conclusion, and agreed that use of the 2007 counts, taken at the time of the NOP, would result in a conservative assessment of traffic impacts.

July 06, 2010

**NOTICE OF COMMUNITY WORKSHOP FOR
THE PROPOSED VILLAGE AT WESTFIELD TOPANGA PROJECT**

EAF NO.: ENV-2007-3393-EAF
PROJECT NAME: The Village at Westfield Topanga
PROJECT ADDRESS: 6360 North Topanga Canyon Boulevard, 21700-21870 West
Victory Boulevard, 6351 North Owensmouth Avenue, 21919 –
21945 West Erwin Street, Woodland Hills, CA 91367
COMMUNITY PLAN AREA: Canoga Park – Winnetka – Woodland Hills – West Hills
COUNCIL DISTRICT: Three (3) – Dennis P. Zine

You are invited to a community workshop for updates on the proposed The Village at Westfield Topanga Project (Refined Project). The purpose of the workshop is to provide an update of the status of the Refined Project, including an overview of the modifications that have been made that reduce the size of the Refined Project. These modifications were in response to community comments received, including from the initial scoping meeting, and changes in economic conditions.

Workshop Date	Workshop Time	Location
Wednesday, July 28, 2010	5 pm to 8 pm	Westfield Topanga Shopping Center – second level between Nordstrom and the dining terrace

Below is a project description and an overview summary of the modifications that have been made to the Refined Project.

Project Description: Westfield, LLC, the project Applicant, proposes to develop The Village at Westfield Topanga, a mixed-use development on approximately 30.67 acres of land within the Warner Center area of the City of Los Angeles. The Refined Project would include uses which qualify as a Regional Shopping Center under the Warner Center Specific Plan, with a blend of shopping and dining, hotel, and office uses as well as potential movie theater uses. The site is Westfield's existing underutilized property in Warner Center, south of Victory Boulevard and Westfield's Topanga Shopping Center. The Refined Project would include the development of approximately 417,080 square feet of retail uses (including an approximately 146,640 square foot anchor retailer which would support an ancillary gas station and 270,440 square feet of shopping center retail space), approximately 51,995 square feet of restaurant

uses, an approximately 35,640 square foot specialty grocery store, a 275-room hotel with ground floor dining and retail uses, which would include approximately 190,000 square feet, approximately 285,000 square feet of office uses, approximately 14,250 square feet of community/cultural uses, and courtyards and gathering spaces.¹ The anchor retailer, together with the hotel and its ground floor retail and dining offerings, are both over 100,000 square feet. The Refined Project also includes an option to convert approximately 52,250 square feet of the approximately 270,440 square feet of shopping center retail space to an approximately 2,200 seat movie theater. The Refined Project would also include surface parking and multi-level parking facilities providing over 3,000 parking spaces upon full buildout. As part of the Refined Project, the existing low-rise commercial buildings on the Project site would be removed, with the exception of the Crate & Barrel and one office building in the northeastern portion of the site which would remain.

Overview of Modifications to the Project: The Refined Project has been modified to reduce the amount of overall development within the Project site. Specifically, residential uses are no longer proposed, eliminating 494,000 square feet of development. In addition, previously proposed office uses would be reduced by 274,835 square feet and the hotel would be reduced from 300 rooms to 275 rooms. New retail uses would also be reduced by approximately 9,585 square feet, and restaurant uses would be reduced by approximately 25,640 square feet. The square footage of the proposed grocery store and community/cultural uses would remain as originally proposed. Overall, the proposed modifications would reduce the size of the Refined Project by approximately 804,060 square feet. Table 1 provides a comparison of the Project with the Refined Project.

Table 1
Village at Westfield Topanga: Comparison of Project with Refined Project

	Project ^a		Refined Project ^a		Difference
Residential	360 units	494,000 sf	0 units	0 Sf	-494,000 sf
General Retail		426,665 sf		417,080 Sf	-9,585 sf
<i>Anchor Retail</i>		0 sf		146,640 sf ^b	+146,640 sf
<i>Shopping Center Retail</i>		426,665 sf		270,440 sf ^c	-156,225 sf
Restaurant		77,635 sf		51,995 Sf	-25,640 sf
Grocery Store		35,640 sf		35,640 Sf	No change
Hotel	300 rooms	193,600 sf	275 rooms	193,600 Sf	-25 rooms
Office		559,835 sf		285,000 Sf	-274,835 sf
Community/Cultural		14,250 sf		14,250 Sf	No change
Total		1,801,625 sf		997,565 Sf	-804,060 Sf

^a All floor area based on Section 12.03 of the City of Los Angeles Planning and Zoning Code's definition of floor area.

^b The anchor retail center includes ancillary gas station and auto sale uses, a 5,015 square foot tire center, 1,270 square feet of food service uses, and a 1,480 square foot employee locker room.

^c The reduced project includes an option to convert approximately 52,250 square feet of the approximately 270,440 square feet of shopping center retail space into a 2,200 seat theater. The original project would have converted 49,950 square feet into a 2,200 seat theater.

Source: Westfield, LLC, 2010.

¹ The anchor retailer would also support ancillary auto sale uses.

As part of the proposed modifications, a podium over parking would no longer be constructed. Thus, heights and massing of buildings closest to the street as viewed from the perimeter of the site would be reduced when compared with the heights and massing originally proposed. The heights of some buildings would be a maximum of 247 feet in height, compared to the 219 feet previously proposed. The Refined Project would be implemented in two phases referred to as Phase 1 and Phase 2. Phase 1 is anticipated to be completed in 2013 and Phase 2 is anticipated to be completed in 2016. Table 2 below provides an overview of proposed development by Phase.

Table 2
Refined Project Phasing

	Square Footage (sf)
Phase 1	
Anchor Retail	146,640
Shopping Center Retail	161,555
Restaurant	31,095
<i>Subtotal Phase I</i>	339,290
Phase 2	
Shopping Center Retail	108,885
Restaurant	20,900
Grocery Store	35,640
Hotel	193,600
Office	285,000
Community/Cultural	14,250
<i>Subtotal Phase II</i>	658,275
Total Development	997,565
<i>Source: Westfield, LLC, 2010.</i>	

The entitlements for the Refined Project are generally the same as previously proposed, except that the property is now included within an Enterprise Zone which changes the minimum required parking ratios. The entitlements include, but are not limited to, the following:

1. **Vesting Tentative Tract Map** - Pursuant to Los Angeles Municipal Code ("LAMC") §17.00 et. seq.,
2. **Project Permit Compliance Approval (Warner Center Specific Plan)** - Pursuant to the Warner Center Specific Plan ("WCSP") and LAMC §11.5.7.C, a Project Permit Compliance Approval, including potential Shared Parking, Floor Area and Lot Coverage Averaging, a Height Increase, and a Uniform Sign Program.
 - o Pursuant to WCSP §12.D, Applicant may seek a shared parking request to permit a reduction in total number of required parking.
 - o Pursuant to WCSP §9.E, Applicant seeks approval of Floor Area Averaging in a unified development to allow an overall average maximum FAR of 1.5:1 for the Project, with individual lots exceeding the 1.5:1 FAR.

- o Pursuant to WCSP §10.E, Applicant seeks approval of Lot Coverage Averaging in a unified development to allow an overall average maximum Lot Coverage of approximately 50 percent for the Project, with individual lots exceeding the 70 percent Lot Coverage limit specified in WCSP §10.D.
 - o Pursuant to WCSP §10.A.2(b)(2), Applicant seeks a 50 percent increase in the permitted height of the office and hotel buildings, for a total of 247 feet, in-lieu of the 165-foot height limit established by the WCSP. The increase in height would require a 50 percent increase in the amount of Open Space provided.
 - o Pursuant to WCSP §14.G, Applicant seeks approval of a Uniform Sign Program.
 - o As part of the Project Permit Compliance, Applicant will also seek approval of significant aspects of the proposed design for the Refined Project, such as, but not limited to, building location, height, density, use, parking access, such that the Refined Project provides a compatible arrangement of uses, buildings, structures and improvements in relation to neighboring properties.
3. **Alcohol Conditional Use Permit (“CUP”)** - Pursuant to LAMC §12.24.W.1, conditional use approval to permit up to 19 establishments to sell alcoholic beverages as follows: 11 restaurant establishments offering a full line of alcoholic beverages for on-site consumption; five restaurant establishments offering only beer and wine for on-site consumption; a full service grocery store offering a full line of alcoholic beverages for off-site consumption; an anchor retail store offering a full line of alcoholic beverages for off-site consumption; and the hotel offering a full line of alcoholic beverages for on-site consumption in connection with any proposed in-hotel restaurant and bar, room service, and controlled access cabinets.
 4. **Regional Water Quality Control Board (RWQCB) Approval** of the Notice of Intent for stormwater runoff during project construction.
 5. **RWQCB Approval** of the Standard Urban Water Storm Water Management Plan for project operation.
 6. **Haul Route** - Pursuant to LAMC §91.7006.7, approval of a haul route for the necessary removal of soil and waste from demolition and construction.

In addition, the following are potential additional entitlements associated with the Refined Project:

7. **Development Agreement** - Pursuant to California Government Code §65864, *et seq.*
8. **Project Permit Compliance Approval (Warner Center Specific Plan)** - Pursuant to the Warner Center Specific Plan (“WCSP”) and LAMC §11.5.7.C, a Project Permit Compliance Approval, for Project Phasing, pursuant to WCSP §6.B.2.
9. **Potential Conditional Use Permits for Auto Sales and Gas Station**, if the operational and design requirements of LAMC §12.14.A.6 and §12.22.A.28 are not met.

For further information regarding the Refined Project, please contact John Alderson at (310) 445-2400 (email is jalderson@us.westfield.com).

For information from the Department of City Planning, or to be placed on future mailings with regard to the Refined Project, please contact:

Elva Nuno-O'Donnell, City Planner
Community Planning Bureau - Department of City Planning
6262 Van Nuys Blvd., Suite 351
Van Nuys, CA 91401
Phone: (818) 374-5035
Email: Elva.Nuno-ODonnell@lacity.org

Enclosures: Project Location Map, Aerial Photograph, Conceptual Site Plan

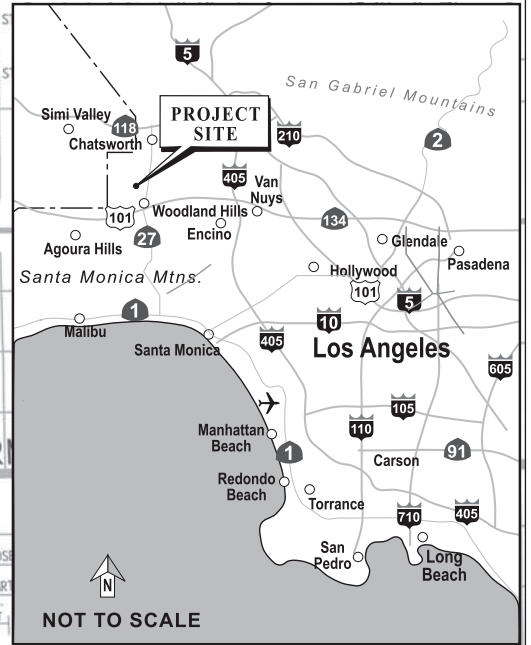
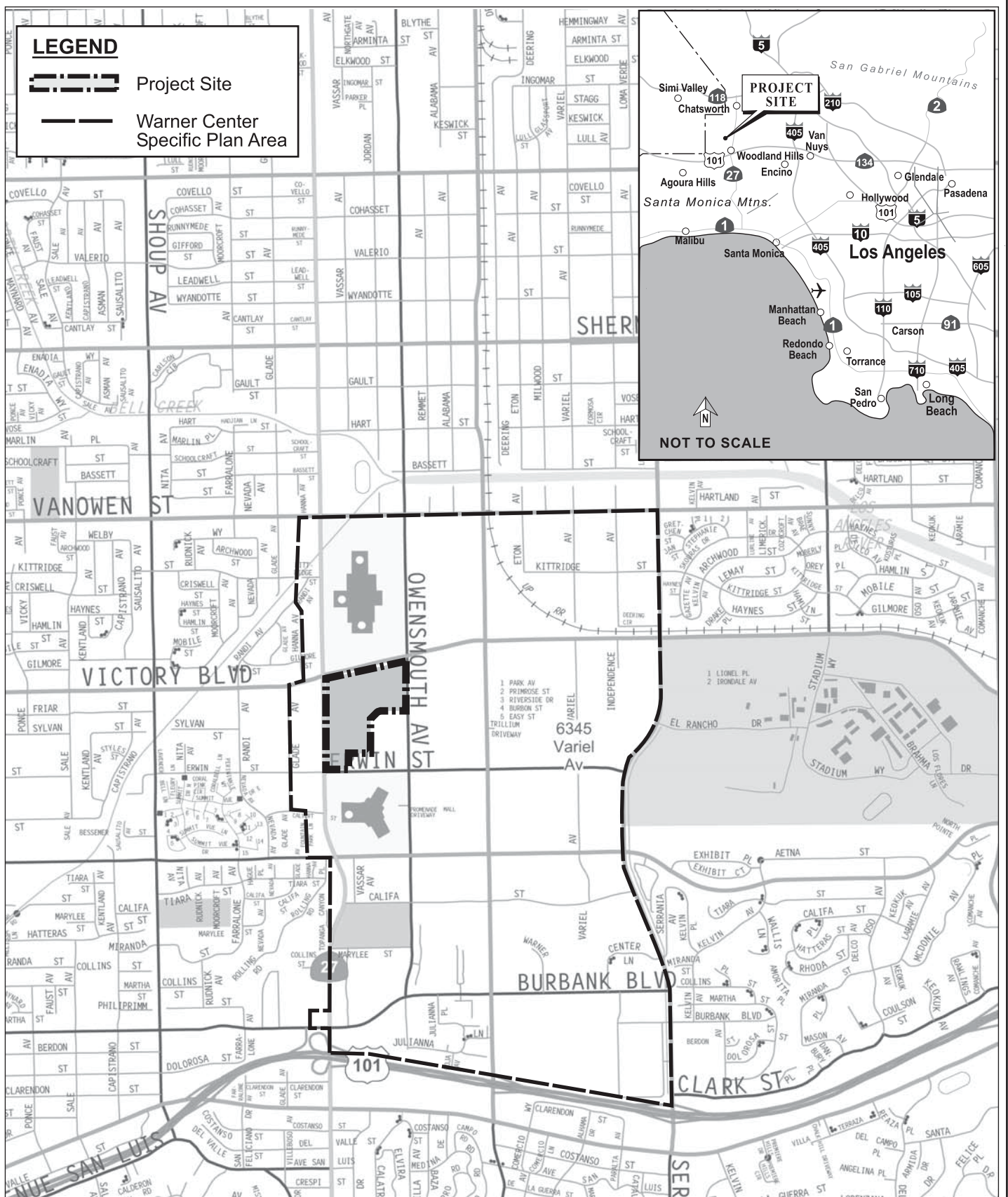
LEGEND



Project Site



Warner Center
Specific Plan Area



The Village at Westfield Topanga



matrix
environmental



0 .05 Miles

Project Location Map



LEGEND

Project Boundary



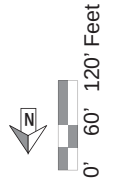
The Village at Westfield Topanga

Aerial Photograph

Source: Westfield, LLC, 2010.



The Village at Westfield Topanga



Conceptual Site Plan

Source: Westfield, LLC, 2010.

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Woodland Hills, CA 91367

Stephanie Eyestone-Jones

Subject: FW: Village at Westfield Topanga - Verification of November 12, 2010 revised scope

----- Forwarded message -----

From: Hwang, Jin <Jin.Hwang@ladwp.com>

Date: Tue, Nov 16, 2010 at 7:55 AM

Subject: RE: Village at Westfield Topanga - Verification of November 12, 2010 revised scope

To: Elva Nuno-O'Donnell <elva.nuno-odonnell@lacity.org>

Cc: "Kwan, Delon" <Delon.Kwan@ladwp.com>

Elva,

The Los Angeles Department of Water and Power has reviewed the revised Project scope confirmed by the Los Angeles Planning Department in the November 15, 2010 e-mail below, and determined the corresponding revised total water demand to be less than the total demand previously approved in the Water Supply Assessment for the Village at Westfield Topanga Project adopted by the Los Angeles Board of Water and Power Commissioners at its June 16, 2009 meeting; therefore no additional WSA is required.

Thank you.

Jin Hwang

Civil Engineering Associate

Los Angeles Department of Water and Power

Water Resources Development Group

213-367-4845

From: Elva Nuno-O'Donnell [<mailto:elva.nuno-odonnell@lacity.org>]

Sent: Monday, November 15, 2010 1:54 PM

To: Hwang, Jin

Subject: Re: Village at Westfield Topanga - Verification of November 12, 2010 revised scope

Jin,

The Planning Department has reviewed the revised Project scope outlined in your email dated November 15, 2010, and confirms the revised Project (as submitted to the Department of City Planning on November 12, 2010 by the environmental consultant, Matrix, for the Village at Westfield Topanga).

Please confirm that no additional water assessment is warranted.

Thank you,

Elva

On Mon, Nov 15, 2010 at 8:16 AM, Hwang, Jin <Jin.Hwang@ladwp.com> wrote:

Elva,

LADWP received the original Project scope verification e-mail from the Planning Department on May 27, 2009 which formed the basis for Table 1 of the WSA approval letter. On November 12, 2010, LADWP received an e-mail from the Planning Department with a revised Project scope, requesting to confirm that no additional water assessment is warranted on the revised project as it represents a reduction in anticipated water demand.

LADWP requests Planning Department to confirm the revised Project scope as outlined below (changes to the original scope in the May 27, 2009 e-mail are noted in **BOLD**).

Please let me know if you have any questions on the proposed development quantities.

The Village at Westfield Topanga Project Summary Table

Existing Dev't

Proposed Dev't

Land Use	Quantity	Unit	Quantity	Unit
Retail	54,659	sf	425,044	sf
Restaurant/Bar	35,645	sf	58,635	sf
Office	45,221	sf	326,480	sf
Bank	9,889	sf		
Vacant	10,896	sf		
Parking (surface)	547,195	sf	397,350	sf
Theater			2,200	seat
Grocery Store			36,765	sf
Residential: 1 Bedroom			0	du
Residential: 2 Bedroom			0	du
Residential: 3 Bedroom			0	du
Hotel			275	room

Hotel Banquet Hall

10,000 sf

Hotel Laundry

4 each

Community/Cultural Use

2,143 occupant

Swimming Pool

2,250 sf

Landscaping

277,565 sf

Thank you.

Jin Hwang

Civil Engineering Associate

Los Angeles Department of Water and Power

Water Resources Development Group

213-367-4845

-----Original Message-----

From: Elva Nuno-O'Donnell [mailto:Elva.Nuno-ODonnell@lacity.org]

Sent: Wednesday, May 27, 2009 10:31 AM

To: Hwang, Jin

Subject: Village at Westfield Topanga - May 27, 2009 Verification of S.F.

Hi Jin,

The following table has been verified and, at this point in time, accurately describes the scope of The Village at Westfield Topanga:

The Village at Westfield Topanga Project Summary Table

Land Use	Existing Dev't		Proposed Dev't	
	Quantity	Unit	Quantity	Unit
Retail	54,658	sf	376,715	sf
Restaurant/Bar	35,645	sf	92,635	sf
Office	47,472	sf	559,834	sf
Bank	9,889	sf		

Vacant	10,896	sf		
Parking sq.ft. of surface parking)*	547,195	sf	1,855,035	sf (includes 568,304
Theater			2,200	seat
Grocery Store			35,640	sf
Residential: 1 Bedroom			90	du
Residential: 2 Bedroom			180	du
Residential: 3 Bedroom			90	du
Hotel			300	room
Hotel Banquet Hall			10,000	sf
Community/Cultural Use			715	occupant
Swimming Pool			2,250	sf
Landscaping			117,612	sf

*(Per Summary Table, Footnote f, emailed to Elva Nuno-O'Donnell by Rachel Kwok on May 27, 2009, clarifying the surface parking square footage of 568,304. See Attached).

Per our conversation, your documentation will include a caveat indicating that if the project changes, you have the authority to revisit your assessment of the project, and additional requirements/conditions may be need to be incorporated.

Please feel free to contact me if you have any questions.

Elva

Elva Nuno-O'Donnell

City Planner

6262 Van Nuys Blvd., Suite 351

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(818) 374-5035

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Appendix B
Traffic Counts and Calibration Analysis

Traffic Volume Supplemental Analysis

MEMORANDUM

TO: Armen Hovanessian, Sergio Valdez, and Kevin Ecker
Los Angeles Department of Transportation

FROM: Pat Gibson and Eugene Tang

DATE: April 16, 2010

RE: Traffic Volume Calibration
for the Village at Westfield Topanga

Ref: J1016

LADOT requested we perform a series of traffic volume calibration counts in Warner Center because of concerns over the age of the data collected and used in the Village at Westfield Topanga Traffic Impact Analysis (TIA). The traffic volume data used in the TIA was primarily collected in 2007 and 2008. The outcome of this calibration would be to confirm that the original traffic volume data accurately reflects current conditions.

DATA SOURCE

As a test of the existing traffic conditions against the 2007/2008 data used for the Village TIA, both the 2009/2010 and 2001-2008 LADOT Traffic Volume databases (as found at http://ladot.lacity.org/tf_hist_auto_counts.htm) were consulted for comparison data. The count data from 2009 is considered current for the purposes of this analysis.

CALIBRATION LOCATIONS

Eight common data locations were identified from the traffic count databases – one intersection (Topanga Canyon Boulevard & Sherman Way) and seven segment locations:

- South of Sherman Way: Fallbrook Avenue, Topanga Canyon Boulevard and De Soto Avenue
- East of Topanga Canyon Boulevard: Vanowen Street, Victory Boulevard and Burbank Boulevard
- East of Owensmouth Avenue: Oxnard Street

These locations are located within the study area of the Village TIA, as well as the expanded area of the WCSP update.

DATA COMPARISON

Data from both 2007 and 2009 was readily available at the eight calibration locations. Both hourly and peak period comparisons were performed between the two sets of data at the intersection (i.e. 8:00 AM 2007 versus 8:00 AM 2009 and AM period 2007 versus AM period 2009). In addition to the hourly comparisons, an overall 24-hour comparison was performed at the segment locations.

ANALYSIS

At Topanga Canyon Boulevard & Sherman Way, the total hourly volumes were compared between the peak periods for both the 2007 and 2009 data sets. The comparison indicates that the 2009 data is on average 85% and 90% of the 2007 data, for the respective AM and PM periods.

At the segment locations, an hourly test, peak period test, and overall 24-hour test were performed with the Average Daily Traffic (ADT) volumes. The comparison revealed that 2009 traffic volumes at four locations are as low as 85% of the 2007 levels during both the AM and PM peak periods. The other three locations indicate a higher level (up to 14% greater than 2007) of traffic during one of the peak periods.

Taking into account the daily traffic patterns, the overall 24-hour comparison of 2007 data against the 2009 data reveals that only two locations exceed 2007 traffic levels: Topanga Canyon Boulevard (107%) and Victory Boulevard (104%). The five remaining segments range from 90% to 97% of 2007 levels. The attached table summarizes these results.

Of the 21 segment time periods tested, 15 had lower counts in 2009 than in 2007 when most of the Village traffic counts were taken. The average of all 21 counts shows that the 2009 counts are 5% lower than the 2007 counts.

As the analysis indicates, the overall pattern exhibited by the current 2009 data shows an average reduction of 5% in traffic levels when compared to the 2007 data from our counts and from LADOT files. The Village TIA factored the 2007 data upwards by 1% per year to represent 2010 operating conditions. The results of the analysis indicate that the operating conditions for the factored 2007 data are conservative for all future scenarios.

RECOMMENDATION

In the interest of maintaining a conservative analysis and based on the count comparison analysis, we recommend the continued use of the 2007/08 traffic volume data with the current factoring methodology.

TABLE 1
COMPARISON OF 2009 VOLUMES AGAINST 2007 VOLUMES
VILLAGE AT TOPANGA

Intersection [a]	2007	2009	% of 2007
Topanga Canyon and Sherman Way			
AM Period - Total	10,653	9,017	85%
PM Period - Total	12,334	11,072	90%
Segments [b]	2007	2009	% of 2007
Fallbrook - S/O Sherman			
AM Period - Total	6,573	6,114	93%
PM Period - Total	7,241	7,145	99%
24-Hour	32,402	31,569	97%
Topanga Canyon - S/O Sherman			
AM Period - Total	7,893	8,688	110%
PM Period - Total	9,250	10,545	114%
24-Hour	45,290	48,246	107%
De Soto - S/O Sherman			
AM Period - Total	7,709	6,883	89%
PM Period - Total	8,236	8,375	102%
24-Hour	38,344	35,752	93%
Vanowen - E/O Topanga Canyon			
AM Period - Total	4,296	3,575	83%
PM Period - Total	5,680	4,972	88%
24-Hour	25,154	22,750	90%
Victory - E/O Topanga Canyon			
AM Period - Total	5,096	4,969	98%
PM Period - Total	7,565	8,074	107%
24-Hour	33,850	35,214	104%
Oxnard E/O Owensmouth			
AM Period - Total	2,980	2,601	87%
PM Period - Total	3,423	3,021	88%
24-Hour	14,908	13,741	92%
Burbank - E/O Topanga Canyon			
AM Period - Total	3,901	3,295	84%
PM Period - Total	4,385	4,107	94%
24-Hour	18,779	16,917	90%

Data collected from LADOT Traffic Volume Books for 2007 and 2009.

[a] - Period total represents total of the 2 hour AM/PM peak period.

[b] - Period total represents total of the 3 hour AM/PM peak period.

Calculation Sheets of 2007 to 2009 Data Comparison

Topanga Canyon and Sherman Way

Fallbrook - S/O Sherman

Topanga Canyon - S/O Sherman

De Soto - S/O Sherman

Vanowen - E/O Topanga Canyon

Victory - E/O Topanga Canyon

Oxnard E/O Owensmouth

Burbank - E/O Topanga Canyon

Topanga Canyon and Sherman Way
INT

May-07	1	2	3	4	5	6	7	8	9	10	11	12	
SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS	
700-800	119	1581	83	91	893	279	118	791	97	96	577	147	4872
800-900	158	1697	83	104	1138	294	162	888	123	131	799	204	5781
400-500	126	1090	110	170	969	244	255	1474	132	125	1003	223	5921
500-600	126	1156	119	146	1003	259	295	1618	154	151	1131	255	6413

Nov-09	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS	% of 2007	
700-800	102	1448	75	52	624	236	135	952	64	131	573	179	4571	0.938	
800-900	114	1446	109	64	577	211	108	827	83	106	625	176	4446	0.824	0.846
400-500	163	1102	123	80	999	294	156	1272	138	137	756	257	5477	0.927	
500-600	132	1141	118	82	1070	248	140	1373	170	131	731	259	5595	0.968	0.898

Fallbrook - S/O Sherman
ADT

Nov-07

NORTHBOUND

	:15	:30	:45	:00	HOUR	
7 AM	172	216	274	331	993	
8 AM	295	227	212	196	930	
9 AM	213	187	162	186	748	
3 PM	272	291	319	352	1234	
4 PM	326	297	336	322	1281	
5 PM	344	326	303	345	1318	
24 Hours	nb	15,910 sb		16,492 total		

24 Hours	nb	15,910 sb	16,492 total

SOUTHBOUND

:15	:30	:45	:00	HOUR	TOTAL
257	383	466	451	1557	2550
402	315	324	313	1354	2284
280	245	233	233	991	1739
259	260	274	273	1066	2300
274	280	272	290	1116	2397
313	296	308	309	1226	2544

32,402

Nov-09

	:15	:30	:45	:00	HOUR	
7 AM	147	164	256	326	893	
8 AM	300	255	222	211	988	
9 AM	240	214	174	195	823	
3 PM	268	275	306	325	1174	
4 PM	291	313	296	308	1208	
5 PM	346	332	290	270	1238	

24 Hours	nb	15,434 sb	16,135 total

:15	:30	:45	:00	HOUR	TOTAL	% of 2007	
210	293	426	424	1353	2246	0.881	
328	288	257	271	1144	2132	0.933	
242	236	214	221	913	1736	0.998	0.930
294	259	277	313	1143	2317	1.007	
244	294	297	294	1129	2337	0.975	
302	343	330	278	1253	2491	0.979	0.987

31,569
0.974 % of 2007

Topanga Canyon - S/O Sherman
ADT

Nov-07

NORTHBOUND

	:15	:30	:45	:00	HOUR
7 AM		170	239	328	366 1103
8 AM		296	238	211	239 984
9 AM		250	225	239	276 990
3 PM		354	410	405	399 1568
4 PM		391	410	378	400 1579
5 PM		425	388	388	466 1667
24 Hours	nb		21,777	sb	23,513 total

SOUTHBOUND

	:15	:30	:45	:00	HOUR	TOTAL
		370	414	469	479 1732	2835
		428	411	404	355 1598	2582
		389	349	369	379 1486	2476
		354	386	360	376 1476	3044
		366	349	351	383 1449	3028
		362	387	377	385 1511	3178
24 Hours					45,290	

Nov-09

	:15	:30	:45	:00	HOUR
7 AM		200	281	438	465 1384
8 AM		326	292	266	283 1167
9 AM		285	297	271	290 1143
3 PM		456	556	472	436 1920
4 PM		491	506	490	504 1991
5 PM		502	576	549	523 2150
24 Hours	nb		24,807	sb	23,439 total

	:15	:30	:45	:00	HOUR	TOTAL	% of 2007
		313	470	481	563 1827	3211	1.133
		465	411	428	431 1735	2902	1.124
		369	353	369	341 1432	2575	1.040 1.101
		367	402	331	357 1457	3377	1.109
		356	366	345	382 1449	3440	1.136
		396	410	364	408 1578	3728	1.173 1.140
24 Hours					48,246		
					1.065 % of 2007		

De Soto - S/O Sherman
ADT

Nov-07

NORTHBOUND

	:15	:30	:45	:00	HOUR	
7 AM		321	398	527	475	1721
8 AM		258	293	220	221	992
9 AM		151	194	183	208	736
3 PM		348	385	388	372	1493
4 PM		384	411	413	428	1636
5 PM		425	421	401	417	1664
24 Hours	nb		20,269	sb		18,075 total

24 Hours	nb	20,269 sb	18,075 total

SOUTHBOUND

:15	:30	:45	:00	HOUR	TOTAL
364	412	405	422	1603	3324
416	383	389	338	1526	2518
314	288	258	271	1131	1867
289	271	269	304	1133	2626
268	249	272	302	1091	2727
277	340	309	293	1219	2883

38,344

Nov-09

	:15	:30	:45	:00	HOUR	
7 AM	155	216	301	314	986	
8 AM	315	236	179	220	950	
9 AM	197	229	193	244	863	
3 PM	347	406	442	392	1587	
4 PM	407	387	425	427	1646	
5 PM	409	427	448	392	1676	

24 Hours	nb	18,247 sb	17,505 total

:15	:30	:45	:00	HOUR	TOTAL	% of 2007	
320	358	418	403	1499	2485	0.748	
399	375	356	261	1391	2341	0.930	
320	321	301	252	1194	2057	1.102	0.893
290	312	296	266	1164	2751	1.048	
294	260	275	288	1117	2763	1.013	
279	307	316	283	1185	2861	0.992	1.017

35,752
0.932 % of 2007

Vanowen - E/O Topanga Canyon
ADT

Aug-07

WESTBOUND

	:15	:30	:45	:00	HOUR	
7 AM		111	171	204	256	742
8 AM		225	196	197	194	812
9 AM		141	159	131	146	577
3 PM		223	186	204	193	806
4 PM		194	211	231	218	854
5 PM		238	239	245	244	966
24 Hours	wb		12,140 eb		13,014 total	

EASTBOUND

	:15	:30	:45	:00	HOUR	TOTAL
	123	119	200	217	659	1401
	216	165	200	211	792	1604
	166	192	171	185	714	1291
	228	231	231	228	918	1724
	238	258	232	254	982	1836
	300	241	297	316	1154	2120
24 Hours					25,154	

Nov-09

	:15	:30	:45	:00	HOUR	
7 AM		97	114	194	235	640
8 AM		163	129	120	157	569
9 AM		148	114	110	115	487
3 PM		144	167	166	197	674
4 PM		165	175	192	214	746
5 PM		209	237	254	269	969
24 Hours	wb		10,818 eb		11,932 total	

	:15	:30	:45	:00	HOUR	TOTAL	% of 2007	
	109	100	157	184	550	1190	0.849	
	188	174	177	162	701	1270	0.792	
	170	151	152	155	628	1115	0.864	0.832
	199	221	205	210	835	1509	0.875	
	191	217	209	201	818	1564	0.852	
	230	239	247	214	930	1899	0.896	0.875
24 Hours					22,750			
					0.904 % of 2007			

Victory - E/O Topanga Canyon
ADT

Aug-07

WESTBOUND

	:15	:30	:45	:00	HOUR
7 AM	118	148	217	223	706
8 AM	229	199	237	214	879
9 AM	206	167	180	155	708
3 PM	296	294	289	287	1166
4 PM	312	312	325	303	1252
5 PM	346	326	328	310	1310
24 Hours	wb	16,431 eb	17,419 total		

EASTBOUND

	:15	:30	:45	:00	HOUR	TOTAL
7 AM	185	208	264	298	955	1661
8 AM	265	249	248	239	1001	1880
9 AM	213	195	190	249	847	1555
3 PM	311	272	274	307	1164	2330
4 PM	339	324	357	316	1336	2588
5 PM	358	318	346	315	1337	2647
24 Hours					33,850	

Jul-09

	:15	:30	:45	:00	HOUR
7 AM	75	97	118	149	439
8 AM	159	144	179	191	673
9 AM	156	179	146	196	677
3 PM	320	348	312	335	1315
4 PM	322	382	355	418	1477
5 PM	373	416	415	336	1540
24 Hours	wb	17,184 eb	18,030 total		

	:15	:30	:45	:00	HOUR	TOTAL	% of 2007
7 AM	147	217	312	360	1036	1475	0.888
8 AM	335	271	236	271	1113	1786	0.950
9 AM	248	261	236	286	1031	1708	1.098
3 PM	318	319	251	303	1191	2506	1.076
4 PM	288	309	321	322	1240	2717	1.050
5 PM	325	328	317	341	1311	2851	1.077
24 Hours					35,214		
					1.040 % of 2007		

0.975

1.067

Burbank - E/O Topanga Canyon
ADT

Aug-07

WESTBOUND

	:15	:30	:45	:00	HOUR	
7 AM		98	118	179	141	536
8 AM		142	141	135	141	559
9 AM		128	119	127	97	471
3 PM		184	193	236	192	805
4 PM		234	243	247	271	995
5 PM		306	269	300	264	1139
24 Hours	wb		10,385 eb		8,394 total	

24 Hours	wb	10,385 eb	8,394 total

EASTBOUND

:15	:30	:45	:00	HOUR	TOTAL	
124	159	214	259	756	1292	
245	259	235	213	952	1511	
176	169	163	119	627	1098	
130	105	92	96	423	1228	
109	134	110	120	473	1468	
122	138	129	161	550	1689	

18,779

Nov-09

	:15	:30	:45	:00	HOUR	
7 AM	86	96	108	116	406	
8 AM	110	133	106	123	472	
9 AM	121	100	102	123	446	
3 PM	199	224	201	204	828	
4 PM	215	212	209	266	902	
5 PM	300	342	254	239	1135	

24 Hours	wb	9,793 eb	7,124 total

:15	:30	:45	:00	HOUR	TOTAL	% of 2007	
107	128	167	218	620	1026	0.794	
221	209	207	176	813	1285	0.850	
166	137	128	107	538	984	0.896	0.845
91	96	104	96	387	1215	0.989	
103	102	109	102	416	1318	0.898	
111	104	114	110	439	1574	0.932	0.937

16,917
0.901 % of 2007

Oxnard E/O Owensmouth
ADT

Apr-07

WESTBOUND

	:15	:30	:45	:00	HOUR	
7 AM		50	82	87	147	366
8 AM		135	140	141	134	550
9 AM		88	106	81	80	355
3 PM		135	149	149	147	580
4 PM		121	137	136	167	561
5 PM		193	184	154	144	675
24 Hours	wb		7,507 eb		7,401 total	

EASTBOUND

	:15	:30	:45	:00	HOUR	TOTAL
	80	110	145	195	530	896
	222	195	177	143	737	1287
	151	130	93	68	442	797
	127	152	154	120	553	1133
	152	126	135	122	535	1096
	149	120	124	126	519	1194
24 Hours					14,908	

Aug-09

	:15	:30	:45	:00	HOUR	
7 AM		45	66	71	76	258
8 AM		94	95	91	116	396
9 AM		95	88	80	102	365
3 PM		88	109	97	114	408
4 PM		119	125	117	130	491
5 PM		193	135	163	144	635
24 Hours	wb		6,387 eb		7,354 total	

	:15	:30	:45	:00	HOUR	TOTAL	% of 2007	
	72	86	115	173	446	704	0.786	
	149	164	159	162	634	1030	0.800	
	141	151	105	105	502	867	1.088	0.873
	130	117	109	140	496	904	0.798	
	118	111	123	113	465	956	0.872	
	131	120	149	126	526	1161	0.972	0.883
24 Hours					13,741			
					0.922 % of 2007			

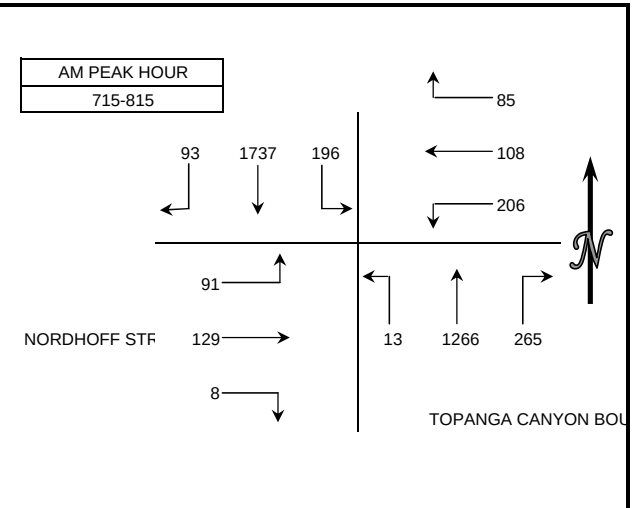


Weekday

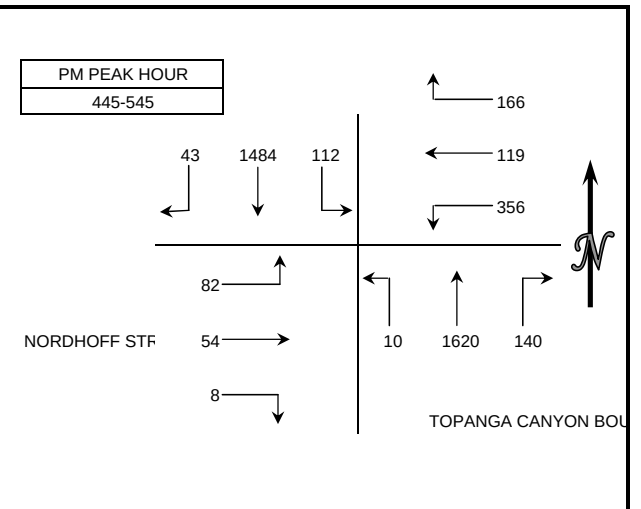
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WOODHILLS HILLS TRAFFIC COUNTS
 DATE: TUESDAY OCTOBER 30, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S TOPANGA CANYON BOULEVARD
 E/W NORDHOFF STREET
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	7	380	51	13	4	22	52	271	5	4	38	16	863
715-730	19	399	40	13	20	43	66	336	2	2	38	28	1006
730-745	30	465	54	18	35	53	65	284	2	1	24	19	1050
745-800	23	461	52	26	29	51	59	297	7	4	47	16	1072
800-815	21	412	50	28	24	59	75	349	2	1	20	28	1069
815-830	11	436	36	23	16	49	66	284	16	1	20	29	987
830-845	8	435	33	22	15	56	46	265	12	0	14	10	916
845-900	18	373	26	18	5	32	54	213	10	1	8	7	765
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	79	1705	197	70	88	169	242	1188	16	11	147	79	3991
715-815	93	1737	196	85	108	206	265	1266	13	8	129	91	4197
730-830	85	1774	192	95	104	212	265	1214	27	7	111	92	4178
745-845	63	1744	171	99	84	215	246	1195	37	6	101	83	4044
800-900	58	1656	145	91	60	196	241	1111	40	3	62	74	3737



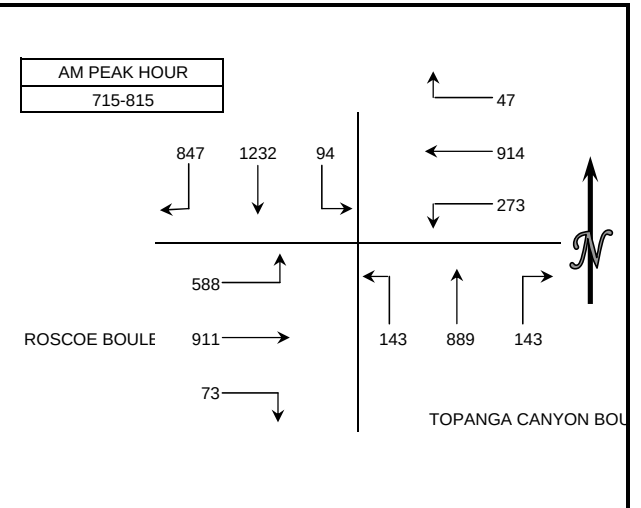
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	14	322	26	45	15	67	49	446	3	3	14	29	1033
415-430	8	319	21	32	13	66	37	402	1	1	14	21	935
430-445	7	325	29	45	26	79	33	390	1	3	12	17	967
445-500	10	339	28	43	24	88	38	379	2	1	8	13	973
500-515	7	397	26	53	33	100	37	423	2	0	11	25	1114
515-530	11	360	33	33	33	87	34	427	3	5	18	20	1064
530-545	15	388	25	37	29	81	31	391	3	2	17	24	1043
545-600	11	303	31	30	24	56	36	429	3	1	10	24	958
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	39	1305	104	165	78	300	157	1617	7	8	48	80	3908
415-515	32	1380	104	173	96	333	145	1594	6	5	45	76	3989
430-530	35	1421	116	174	116	354	142	1619	8	9	49	75	4118
445-545	43	1484	112	166	119	356	140	1620	10	8	54	82	4194
500-600	44	1448	115	153	119	324	138	1670	11	8	56	93	4179



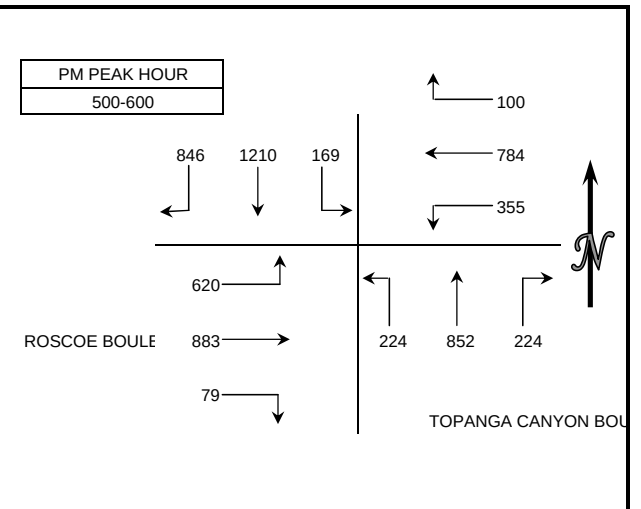
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WOODHILLS HILLS TRAFFIC COUNTS
 DATE: TUESDAY OCTOBER 30, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S TOPANGA CANYON BOULEVARD
 E/W ROSCOE BOULEVARD
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	188	303	6	8	130	24	30	116	30	9	133	165	1142
715-730	197	257	20	10	240	61	30	213	30	12	190	156	1416
730-745	188	309	22	3	245	72	29	229	29	19	213	127	1485
745-800	212	316	24	18	236	82	35	234	35	21	263	143	1619
800-815	250	350	28	16	193	58	49	213	49	21	245	162	1634
815-830	206	315	25	20	196	70	32	169	32	9	158	128	1360
830-845	209	319	17	34	180	78	37	132	37	14	151	133	1341
845-900	220	336	21	18	140	60	30	111	30	17	147	119	1249
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	785	1185	72	39	851	239	124	792	124	61	799	591	5662
715-815	847	1232	94	47	914	273	143	889	143	73	911	588	6154
730-830	856	1290	99	57	870	282	145	845	145	70	879	560	6098
745-845	877	1300	94	88	805	288	153	748	153	65	817	566	5954
800-900	885	1320	91	88	709	266	148	625	148	61	701	542	5584



15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	173	275	45	26	173	59	53	226	53	20	215	158	1476
415-430	171	282	42	32	177	73	49	210	49	20	210	142	1457
430-445	169	268	21	22	157	57	42	213	42	24	219	153	1387
445-500	181	265	35	15	209	72	48	249	48	26	219	168	1535
500-515	182	316	37	24	242	92	50	235	50	26	216	149	1619
515-530	205	292	33	22	167	93	63	206	63	28	213	149	1534
530-545	243	302	44	20	183	83	58	200	58	12	225	160	1588
545-600	216	300	55	34	192	87	53	211	53	13	229	162	1605
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	694	1090	143	95	716	261	192	898	192	90	863	621	5855
415-515	703	1131	135	93	785	294	189	907	189	96	864	612	5998
430-530	737	1141	126	83	775	314	203	903	203	104	867	619	6075
445-545	811	1175	149	81	801	340	219	890	219	92	873	626	6276
500-600	846	1210	169	100	784	355	224	852	224	79	883	620	6346



CLIENT:	CRAIN AND ASSOCIATES
PROJECT:	WESTFIELD WEST VALLEY II
DATE:	TUESDAY, MAY 22, 2007
PERIOD:	07:00 AM TO 09:00 AM
INTERSECTION:	N/S TOPANGA CANYON BOULEVARD
	E/W SATICOY STREET
FILE NUMBER:	2-AM CAR

700-715	21	321	19	19	111	11	21	166	19	11	141	11
715-730	20	350	22	22	138	15	26	179	15	15	169	15
730-745	28	377	24	30	141	12	27	194	20	19	190	12
745-800	26	402	36	28	166	12	30	211	26	22	228	10
800-815	28	396	24	24	149	12	32	256	25	16	221	14
815-830	40	406	36	29	155	19	33	227	31	16	207	17
830-845	46	381	26	19	166	18	29	231	22	19	178	21
845-900	39	322	29	20	148	12	25	200	20	19	165	15

700-800	95	1450	101	99	556	50	104	750	80	67	728	48	4128
715-815	102	1525	106	104	594	51	115	840	86	72	808	51	4454
730-830	122	1581	120	111	611	55	122	888	102	73	846	53	4684
745-845	140	1585	122	100	636	61	124	925	104	73	834	62	4766
800-900	153	1505	115	92	618	61	119	914	98	70	771	67	4583

0745-0845



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

TUESDAY, MAY 22, 2007

PERIOD:

04:00 PM TO 06:00 PM

INTERSECTION:

N/S

TOPANGA CANYON BOULEVARD

E/W

SATICOY STREET

FILE NUMBER:

2-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

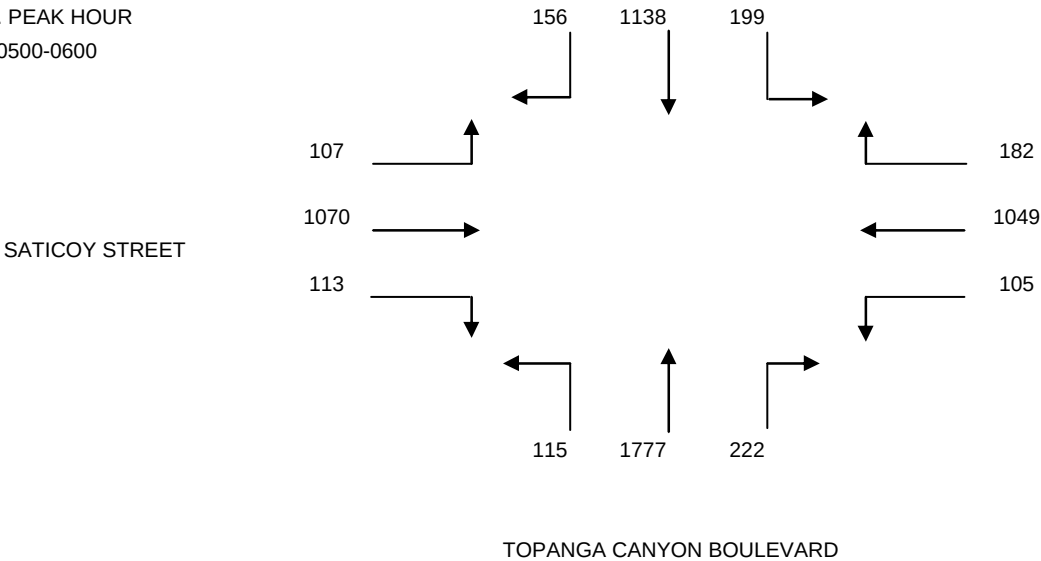
400-415	27	273	56	29	213	19	44	366	21	26	211	21
415-430	33	255	44	33	221	21	45	384	28	31	222	22
430-445	26	284	58	39	254	22	48	398	25	26	244	28
445-500	36	287	39	44	241	25	39	422	29	41	254	25
500-515	38	259	59	45	264	28	51	445	26	25	266	24
515-530	44	276	44	48	271	22	55	459	25	26	284	26
530-545	45	292	45	55	255	26	56	425	28	29	254	29
545-600	29	311	51	34	259	29	60	448	36	33	266	28

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

400-500	122	1099	197	145	929	87	176	1570	103	124	931	96	5579
415-515	133	1085	200	161	980	96	183	1649	108	123	986	99	5803
430-530	144	1106	200	176	1030	97	193	1724	105	118	1048	103	6044
445-545	163	1114	187	192	1031	101	201	1751	108	121	1058	104	6131
500-600	156	1138	199	182	1049	105	222	1777	115	113	1070	107	6233

P.M. PEAK HOUR

0500-0600



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Shoup Ave

E/W STREET: Sherman Wy

PERIOD: AM Peak Hour

DATE: TUESDAY 5/22/2007

Prepared by: National Data & Surveying Services
Project # 07-2249-001



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	17	159	8	20	116	27	29	97	17	12	161	15	678
7:15 - 7:30	38	190	9	17	111	20	22	120	8	7	210	19	771
7:30 - 7:45	38	212	10	42	156	45	41	165	7	22	290	34	1,062
7:45 - 8:00	31	229	18	34	258	74	31	220	24	26	273	22	1,240
8:00 - 8:15	47	209	14	34	290	68	52	183	32	18	256	40	1,243
8:15 - 8:30	31	162	11	30	167	55	40	157	20	21	202	22	918
8:30 - 8:45	39	152	5	31	130	28	36	108	16	19	184	14	762
8:45 - 9:00	29	159	16	37	133	34	32	129	15	18	202	18	822

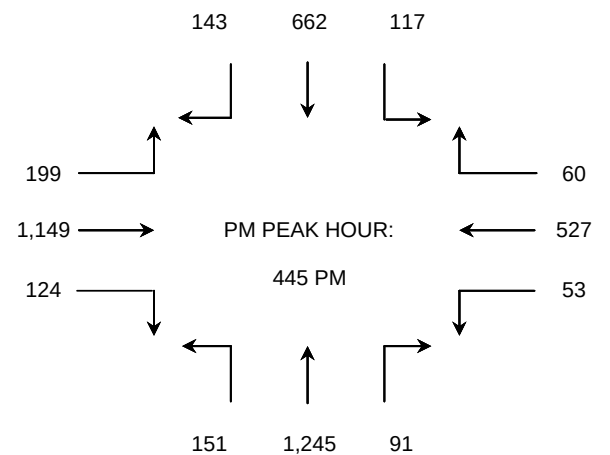
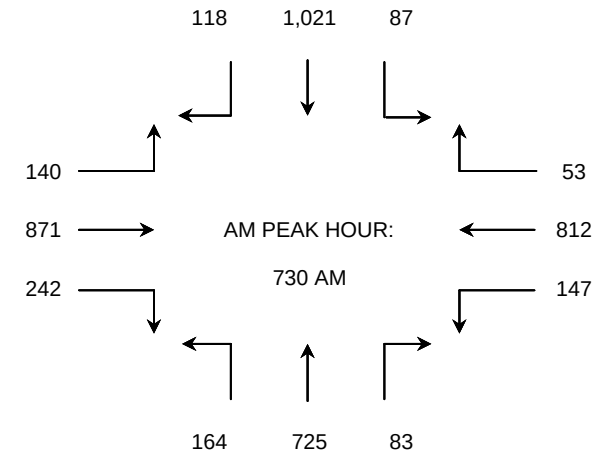
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	124	790	45	113	641	166	123	602	56	67	934	90	3,751
7:15 - 8:15	154	840	51	127	815	207	146	688	71	73	1,029	115	4,316
7:30 - 8:30	147	812	53	140	871	242	164	725	83	87	1,021	118	4,463 *
7:45 - 8:45	148	752	48	129	845	225	159	668	92	84	915	98	4,163
8:00 - 9:00	146	682	46	132	720	185	160	577	83	76	844	94	3,745

PERIOD: PM Peak Hour

DATE: TUESDAY 5/22/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	17	99	20	53	231	34	34	329	9	31	162	39	1,058
4:15 - 4:30	9	110	19	35	204	21	31	326	8	32	185	33	1,013
4:30 - 4:45	21	115	14	37	216	26	37	344	20	36	163	35	1,064
4:45 - 5:00	21	120	19	56	269	33	37	326	17	38	180	41	1,157
5:00 - 5:15	12	133	9	52	291	25	39	308	22	30	179	31	1,131
5:15 - 5:30	11	138	19	48	306	38	43	292	20	23	146	40	1,124
5:30 - 5:45	9	136	13	43	283	28	32	319	32	26	157	31	1,109
5:45 - 6:00	10	91	12	33	253	28	34	299	17	26	122	18	943

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	68	444	72	181	920	114	139	1,325	54	137	690	148	4,292
4:15 - 5:15	63	478	61	180	980	105	144	1,304	67	136	707	140	4,365
4:30 - 5:30	65	506	61	193	1,082	122	156	1,270	79	127	668	147	4,476
4:45 - 5:45	53	527	60	199	1,149	124	151	1,245	91	117	662	143	4,521 *
5:00 - 6:00	42	498	53	176	1,133	119	148	1,218	91	105	604	120	4,307



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

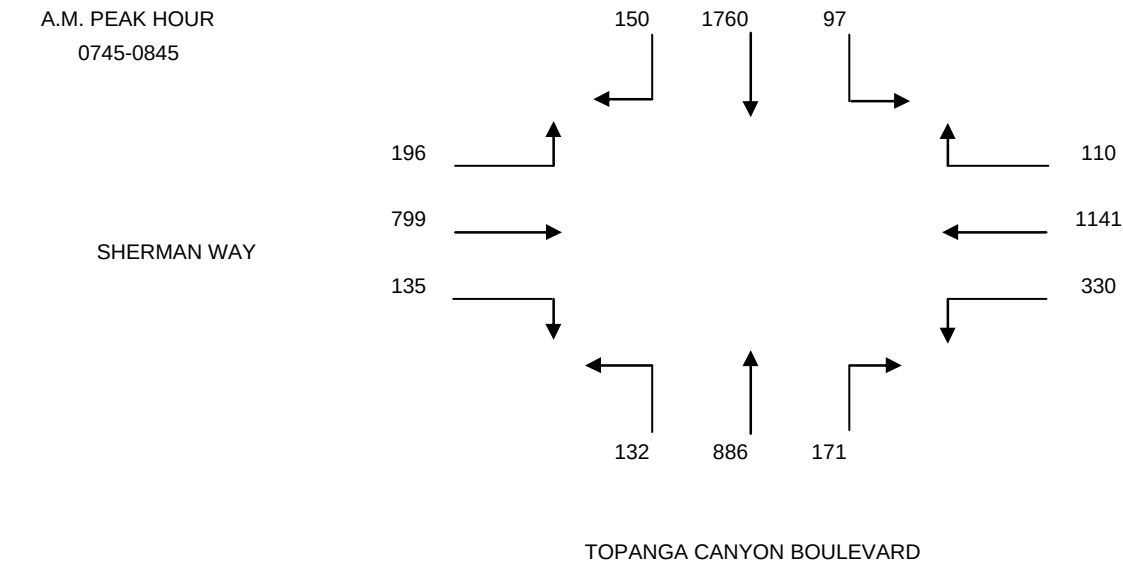
CLIENT: CRAIN AND ASSOCIATES
PROJECT: WESTFIELD WEST VALLEY II
DATE: TUESDAY, MAY 22, 2007
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S TOPANGA CANYON BOULEVARD
E/W SHERMAN WAY
FILE NUMBER: 4-AM CAR

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

700-715	36	349	15	24	161	49	20	173	18	14	111	39
715-730	27	389	16	21	199	53	29	196	19	20	128	35
730-745	26	402	23	20	246	81	30	202	22	28	149	29
745-800	30	441	29	26	287	96	39	220	38	34	189	44
800-815	42	456	29	31	295	88	44	236	29	30	198	52
815-830	39	444	22	29	281	84	46	221	35	39	202	56
830-845	39	419	17	24	278	62	42	209	30	32	210	44
845-900	38	378	15	20	284	60	30	222	29	30	189	52

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

700-800	119	1581	83	91	893	279	118	791	97	96	577	147	4872
715-815	125	1688	97	98	1027	318	142	854	108	112	664	160	5393
730-830	137	1743	103	106	1109	349	159	879	124	131	738	181	5759
745-845	150	1760	97	110	1141	330	171	886	132	135	799	196	5907
800-900	158	1697	83	104	1138	294	162	888	123	131	799	204	5781



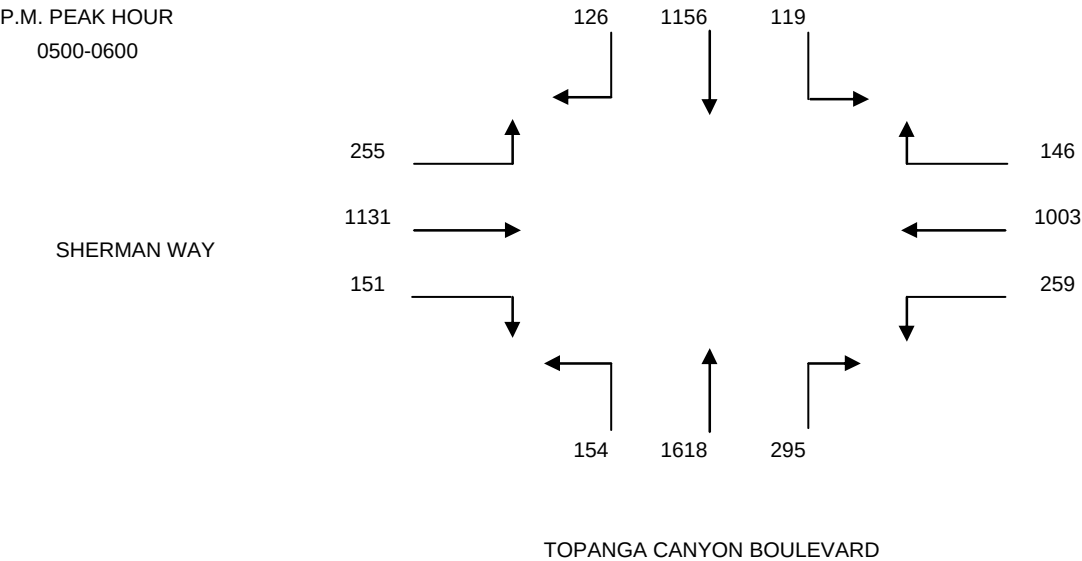
THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN AND ASSOCIATES
PROJECT: WESTFIELD WEST VALLEY II
DATE: TUESDAY, MAY 22, 2007
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S TOPANGA CANYON BOULEVARD
E/W SHERMAN WAY
FILE NUMBER: 4-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-415	28	247	23	34	229	59	62	339	28	28	221	45
415-430	33	265	25	55	241	61	58	358	33	33	254	55
430-445	36	277	37	42	255	66	69	375	35	25	269	68
445-500	29	301	25	39	244	58	66	402	36	39	259	55
500-515	35	278	29	35	259	61	61	424	34	36	284	74
515-530	39	295	25	36	222	74	84	394	36	35	294	56
530-545	24	282	32	36	264	58	75	401	45	39	287	59
545-600	28	301	33	39	258	66	75	399	39	41	266	66

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
400-500	126	1090	110	170	969	244	255	1474	132	125	1003	223	5921
415-515	133	1121	116	171	999	246	254	1559	138	133	1066	252	6188
430-530	139	1151	116	152	980	259	280	1595	141	135	1106	253	6307
445-545	127	1156	111	146	989	251	286	1621	151	149	1124	244	6355
500-600	126	1156	119	146	1003	259	295	1618	154	151	1131	255	6413



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: OWENSMOUTH AVE

E/W STREET: SHERMAN WAY

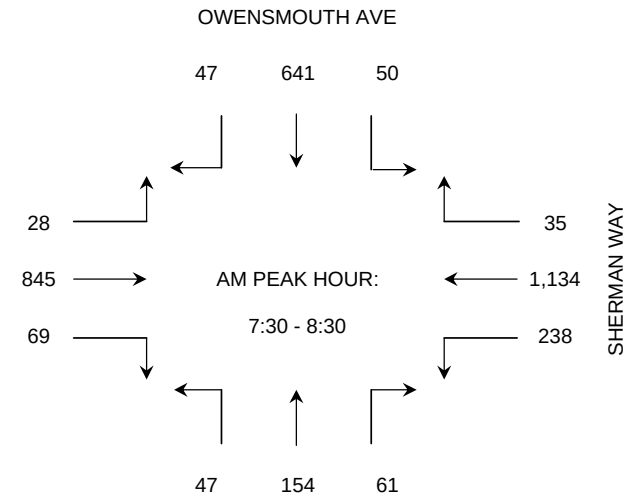
PERIOD: AM PEAK HOUR

DATE: THURSDAY May 31, 2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	37	192	3	3	143	6	6	20	14	14	78	9	525
7:15 - 7:30	60	241	6	2	145	6	15	18	15	16	105	6	635
7:30 - 7:45	58	320	9	4	202	10	12	53	16	17	176	6	883
7:45 - 8:00	56	284	10	11	229	25	14	44	15	6	166	19	879
8:00 - 8:15	58	271	8	7	231	16	11	29	13	16	171	11	842
8:15 - 8:30	66	259	8	6	183	18	10	28	17	11	128	11	745
8:30 - 8:45	54	237	6	11	176	8	11	34	7	12	133	8	697
8:45 - 9:00	43	179	6	3	119	13	10	25	14	12	71	6	501

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	211	1,037	28	20	719	47	47	135	60	53	525	40	2,922
7:15 - 8:15	232	1,116	33	24	807	57	52	144	59	55	618	42	3,239
7:30 - 8:30	238	1,134	35	28	845	69	47	154	61	50	641	47	3,349 *
7:45 - 8:45	234	1,051	32	35	819	67	46	135	52	45	598	49	3,163
8:00 - 9:00	221	946	28	27	709	55	42	116	51	51	503	36	2,785

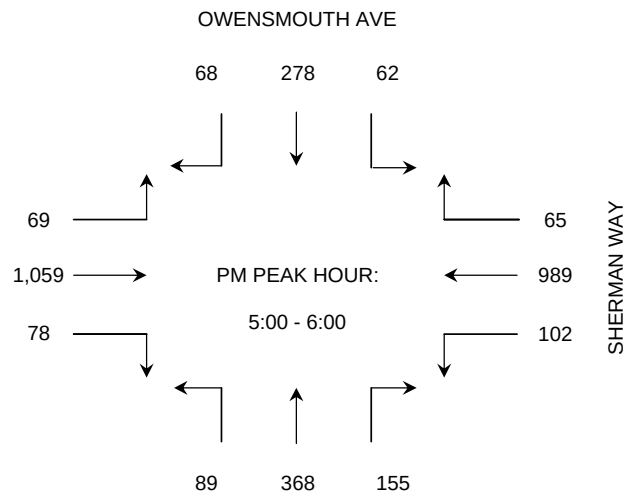


PERIOD: PM PEAK HOUR

DATE: THURSDAY May 31, 2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	36	282	12	9	287	20	20	78	28	12	55	16	855
4:15 - 4:30	23	221	20	18	275	30	24	103	49	15	57	10	845
4:30 - 4:45	16	264	17	10	257	22	22	88	35	16	59	18	824
4:45 - 5:00	34	241	11	13	266	22	21	96	43	14	58	12	831
5:00 - 5:15	24	239	12	11	289	17	29	93	32	18	70	26	860
5:15 - 5:30	20	245	16	16	261	27	14	88	44	14	72	16	833
5:30 - 5:45	27	242	18	21	252	16	16	87	39	17	58	10	803
5:45 - 6:00	31	263	19	21	257	18	30	100	40	13	78	16	886

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	109	1,008	60	50	1,085	94	87	365	155	57	229	56	3,355
4:15 - 5:15	97	965	60	52	1,087	91	96	380	159	63	244	66	3,360
4:30 - 5:30	94	989	56	50	1,073	88	86	365	154	62	259	72	3,348
4:45 - 5:45	105	967	57	61	1,068	82	80	364	158	63	258	64	3,327
5:00 - 6:00	102	989	65	69	1,059	78	89	368	155	62	278	68	3,382 *



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

TUESDAY, MAY 22, 2007

PERIOD:

07:00 AM TO 09:00 AM

INTERSECTION:

N/S

CANOGA AVENUE

E/W

SHERMAN WAY

FILE NUMBER:

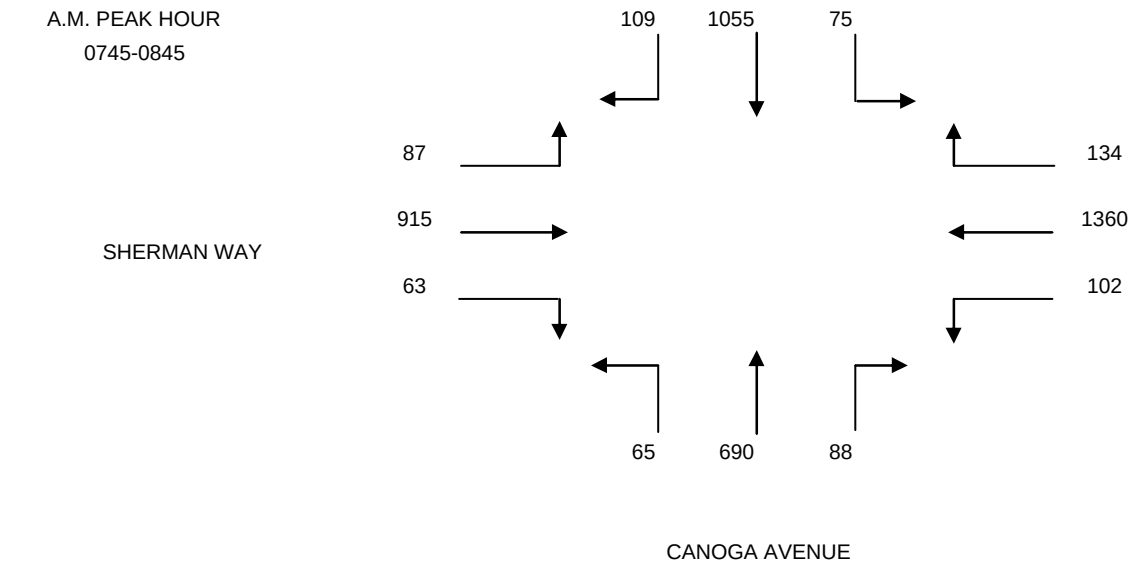
6-AM CAR

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

700-715	20	221	19	15	159	19	20	136	11	16	136	19
715-730	29	234	20	20	218	20	22	155	15	11	159	17
730-745	26	246	19	20	286	26	21	147	11	15	179	19
745-800	33	268	18	27	359	24	24	169	14	19	211	20
800-815	30	277	23	36	347	24	19	178	13	14	248	24
815-830	26	244	18	34	336	28	22	174	19	19	239	19
830-845	20	266	16	37	318	26	23	169	19	11	217	24
845-900	21	251	11	30	298	25	16	147	15	12	189	15

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

700-800	108	969	76	82	1022	89	87	607	51	61	685	75	3912
715-815	118	1025	80	103	1210	94	86	649	53	59	797	80	4354
730-830	115	1035	78	117	1328	102	86	668	57	67	877	82	4612
745-845	109	1055	75	134	1360	102	88	690	65	63	915	87	4743
800-900	97	1038	68	137	1299	103	80	668	66	56	893	82	4587



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

TUESDAY, MAY 22, 2007

PERIOD:

04:00 PM TO 06:00 PM

INTERSECTION:

N/S

CANOGA AVENUE

E/W

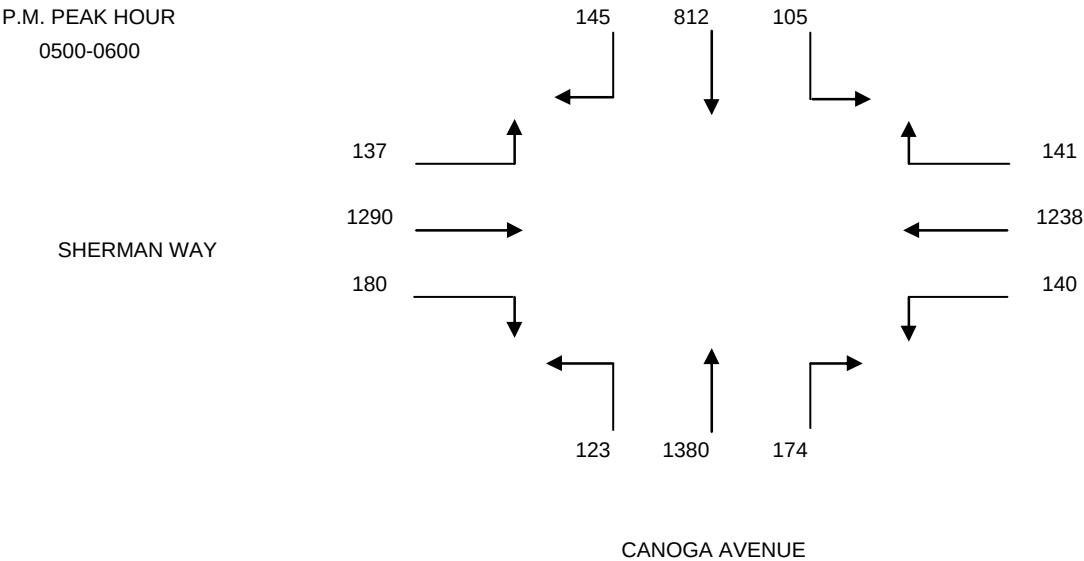
SHERMAN WAY

FILE NUMBER:

6-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-415	39	196	19	29	287	31	27	274	32	19	269	27
415-430	36	235	21	18	298	29	31	289	20	22	287	31
430-445	35	201	22	26	299	33	33	299	25	36	302	25
445-500	30	219	19	38	302	36	42	302	39	35	311	28
500-515	26	228	25	34	333	38	45	333	35	36	344	29
515-530	48	221	28	33	335	41	44	354	26	45	329	33
530-545	35	186	30	35	294	25	39	342	29	48	315	35
545-600	36	177	22	39	276	36	46	351	33	51	302	40

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
400-500	140	851	81	111	1186	129	133	1164	116	112	1169	111	5303
415-515	127	883	87	116	1232	136	151	1223	119	129	1244	113	5560
430-530	139	869	94	131	1269	148	164	1288	125	152	1286	115	5780
445-545	139	854	102	140	1264	140	170	1331	129	164	1299	125	5857
500-600	145	812	105	141	1238	140	174	1380	123	180	1290	137	5865



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto

E/W STREET: Sherman Wy

PERIOD: AM Peak Hour

DATE: THURSDAY 5/17/2007

Prepared by: National Data & Surveying Services
Project # 07-2249-002



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	38	260	30	52	454	25	13	348	8	30	470	37	1,765
7:15 - 7:30	37	286	27	9	246	16	28	196	24	28	332	37	1,266
7:30 - 7:45	44	259	24	9	170	26	23	137	16	18	365	37	1,128
7:45 - 8:00	43	280	23	18	192	15	14	165	37	25	319	37	1,168
8:00 - 8:15	29	175	31	13	169	22	25	153	16	32	280	40	985
8:15 - 8:30	35	171	27	12	241	23	34	174	19	21	250	37	1,044
8:30 - 8:45	20	206	13	21	188	17	26	171	24	28	256	23	993
8:45 - 9:00	42	200	17	11	153	19	25	193	22	21	255	37	995

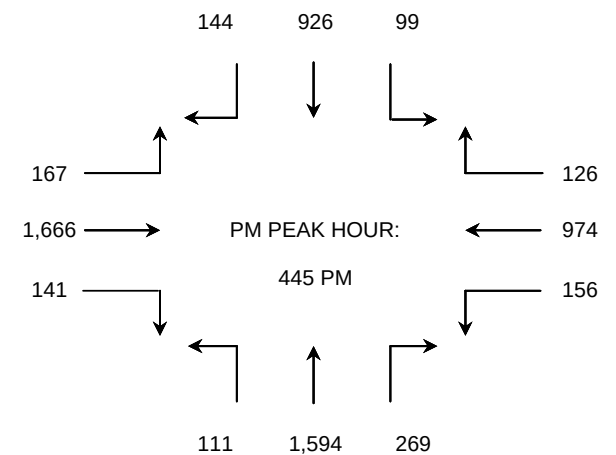
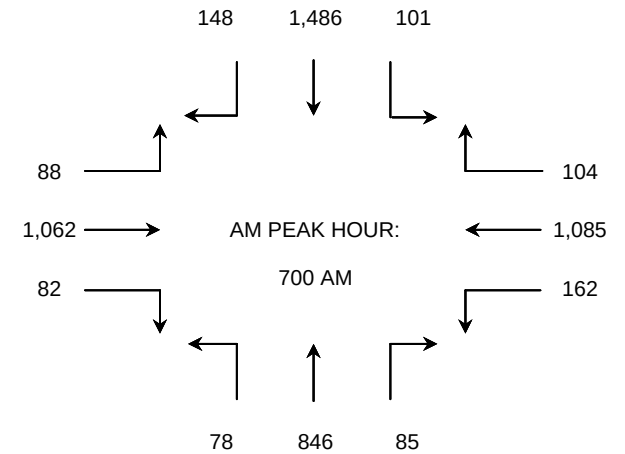
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	162	1,085	104	88	1,062	82	78	846	85	101	1,486	148	5,327 *
7:15 - 8:15	153	1,000	105	49	777	79	90	651	93	103	1,296	151	4,547
7:30 - 8:30	151	885	105	52	772	86	96	629	88	96	1,214	151	4,325
7:45 - 8:45	127	832	94	64	790	77	99	663	96	106	1,105	137	4,190
8:00 - 9:00	126	752	88	57	751	81	110	691	81	102	1,041	137	4,017

PERIOD: PM Peak Hour

DATE: THURSDAY 5/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	23	167	23	27	208	29	25	287	43	19	164	25	1,040
4:15 - 4:30	34	236	25	29	247	33	15	337	56	23	211	36	1,282
4:30 - 4:45	31	225	28	48	301	31	29	293	58	29	183	29	1,285
4:45 - 5:00	46	249	34	51	427	29	25	386	72	26	260	47	1,652
5:00 - 5:15	33	241	37	35	454	56	22	403	71	29	195	27	1,603
5:15 - 5:30	42	263	26	39	436	33	34	448	66	20	241	33	1,681
5:30 - 5:45	35	221	29	42	349	23	30	357	60	24	230	37	1,437
5:45 - 6:00	46	223	27	49	366	24	28	342	41	19	250	41	1,456

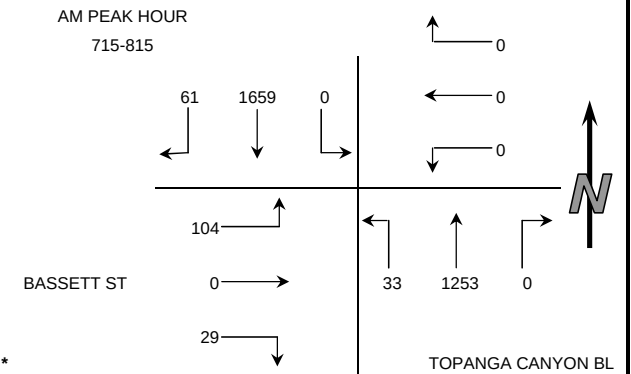
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	134	877	110	155	1,183	122	94	1,303	229	97	818	137	5,259
4:15 - 5:15	144	951	124	163	1,429	149	91	1,419	257	107	849	139	5,822
4:30 - 5:30	152	978	125	173	1,618	149	110	1,530	267	104	879	136	6,221
4:45 - 5:45	156	974	126	167	1,666	141	111	1,594	269	99	926	144	6,373 *
5:00 - 6:00	156	948	119	165	1,605	136	114	1,550	238	92	916	138	6,177



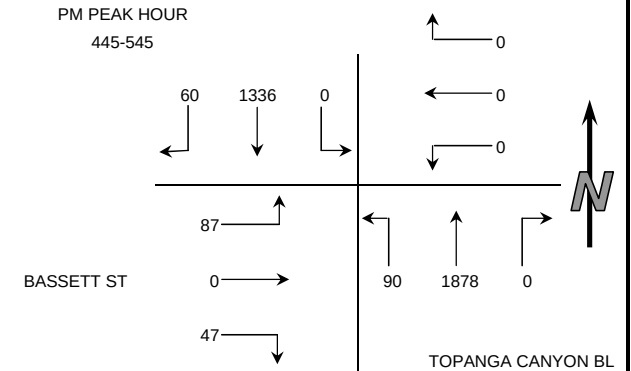
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

COUNTS BY: ACCUTEK
 PROJECT: WESTFIELD WEST VALLEY MIXED-USE DEVELOPMENT
 DATE: TUESDAY, NOVEMBER 27, 2007
 PERIODS: AM 7:00 TO 9:00
 PM 4:00 TO 6:00
 LOCATION NUMBER: 9
 INTERSECTION: N/S: TOPANGA CANYON BL
 E/W: BASSETT ST
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	4	414	0	0	0	0	0	187	0	5	0	14	624
715-730	9	383	0	0	0	0	0	253	3	7	0	19	674
730-745	26	458	0	0	0	0	0	334	9	10	0	28	865
745-800	19	408	0	0	0	0	0	388	12	8	0	39	874
800-815	7	410	0	0	0	0	0	278	9	4	0	18	726
815-830	7	376	0	0	0	0	0	244	4	5	0	6	642
830-845	2	381	0	0	0	0	0	250	6	4	0	8	651
845-900	11	365	0	0	0	0	0	251	8	8	0	4	647
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	58	1663	0	0	0	0	0	1162	24	30	0	100	3037
715-815	61	1659	0	0	0	0	0	1253	33	29	0	104	3139
730-830	59	1652	0	0	0	0	0	1244	34	27	0	91	3107
745-845	35	1575	0	0	0	0	0	1160	31	21	0	71	2893
800-900	27	1532	0	0	0	0	0	1023	27	21	0	36	2666



15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	12	279	0	0	0	0	0	409	15	9	0	25	54
415-430	19	324	0	0	0	0	0	463	14	6	0	17	49
430-445	15	300	0	0	0	0	0	440	13	11	0	21	50
445-500	18	362	0	0	0	0	0	464	15	14	0	20	56
500-515	11	315	0	0	0	0	0	451	25	10	0	28	82
515-530	13	345	0	0	0	0	0	471	29	10	0	18	75
530-545	18	314	0	0	0	0	0	492	21	13	0	21	59
545-600	16	357	0	0	0	0	0	410	19	10	0	18	74
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	64	1265	0	0	0	0	0	1776	57	40	0	83	3285
415-515	63	1301	0	0	0	0	0	1818	67	41	0	86	3376
430-530	57	1322	0	0	0	0	0	1826	82	45	0	87	3419
445-545	60	1336	0	0	0	0	0	1878	90	47	0	87	3498
500-600	58	1331	0	0	0	0	0	1824	94	43	0	85	3435



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Fallbrook Ave

E/W STREET: Vanowen St

PERIOD: AM Peak Hour

DATE: THURSDAY 5/17/2007

Prepared by: National Data & Surveying Services
Project # 07-2249-003



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	27	64	10	21	102	21	9	141	9	27	193	24	648
7:15 - 7:30	24	93	12	29	146	19	10	172	16	19	235	30	805
7:30 - 7:45	39	148	16	31	165	36	10	268	14	20	313	23	1,083
7:45 - 8:00	39	156	16	41	189	32	14	265	17	28	317	63	1,177
8:00 - 8:15	31	161	12	42	200	38	13	228	23	24	296	46	1,114
8:15 - 8:30	39	113	16	32	166	23	13	177	17	18	269	32	915
8:30 - 8:45	49	121	14	26	133	18	11	160	25	30	248	27	862
8:45 - 9:00	30	112	29	30	141	18	14	157	26	17	259	48	881

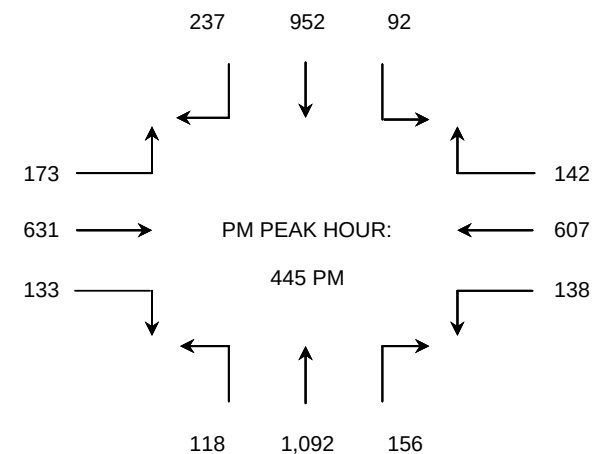
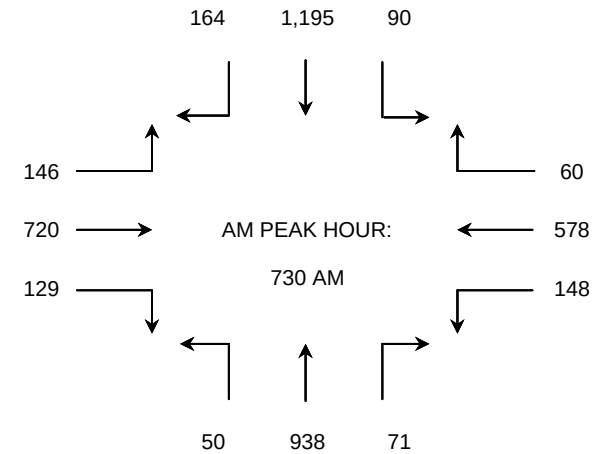
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	129	461	54	122	602	108	43	846	56	94	1,058	140	3,713
7:15 - 8:15	133	558	56	143	700	125	47	933	70	91	1,161	162	4,179
7:30 - 8:30	148	578	60	146	720	129	50	938	71	90	1,195	164	4,289 *
7:45 - 8:45	158	551	58	141	688	111	51	830	82	100	1,130	168	4,068
8:00 - 9:00	149	507	71	130	640	97	51	722	91	89	1,072	153	3,772

PERIOD: PM Peak Hour

DATE: THURSDAY 5/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	32	127	23	46	164	39	16	250	57	12	186	49	1,001
4:15 - 4:30	34	135	23	54	159	39	25	240	46	22	210	40	1,027
4:30 - 4:45	31	121	26	55	172	26	21	270	51	18	223	51	1,065
4:45 - 5:00	40	145	31	42	159	31	31	261	45	15	222	67	1,089
5:00 - 5:15	36	166	52	36	180	31	32	288	34	33	233	58	1,179
5:15 - 5:30	28	148	36	45	139	32	31	286	37	19	251	60	1,112
5:30 - 5:45	34	148	23	50	153	39	24	257	40	25	246	52	1,091
5:45 - 6:00	39	142	21	50	153	22	31	246	50	16	242	72	1,084

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	137	528	103	197	654	135	93	1,021	199	67	841	207	4,182
4:15 - 5:15	141	567	132	187	670	127	109	1,059	176	88	888	216	4,360
4:30 - 5:30	135	580	145	178	650	120	115	1,105	167	85	929	236	4,445
4:45 - 5:45	138	607	142	173	631	133	118	1,092	156	92	952	237	4,471 *
5:00 - 6:00	137	604	132	181	625	124	118	1,077	161	93	972	242	4,466



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Shoup Ave

E/W STREET: Vanowen St

PERIOD: AM Peak Hour

DATE: TUESDAY 5/22/2007

Prepared by: National Data & Surveying Services
Project # 07-2249-004



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	18	74	21	18	96	19	7	100	11	15	158	16	553
7:15 - 7:30	24	102	11	21	128	28	10	126	8	15	235	24	732
7:30 - 7:45	32	180	21	26	161	32	14	174	17	27	271	36	991
7:45 - 8:00	28	170	25	40	179	23	13	221	13	31	286	35	1,064
8:00 - 8:15	32	139	12	43	211	27	23	203	24	31	297	32	1,074
8:15 - 8:30	35	137	11	28	140	30	18	161	23	17	256	38	894
8:30 - 8:45	37	142	12	21	111	26	16	153	19	7	230	22	796
8:45 - 9:00	28	109	14	27	119	19	18	125	19	15	186	19	698

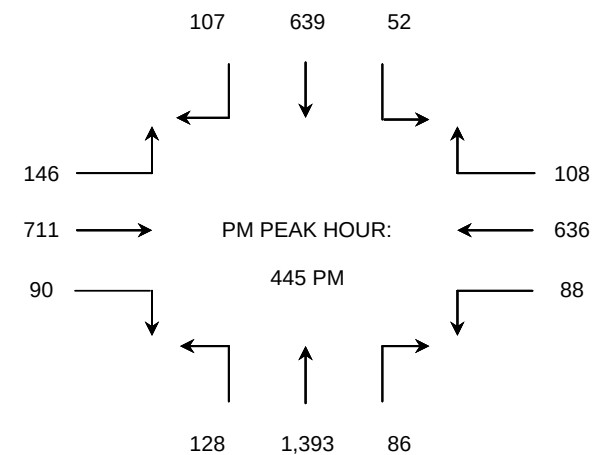
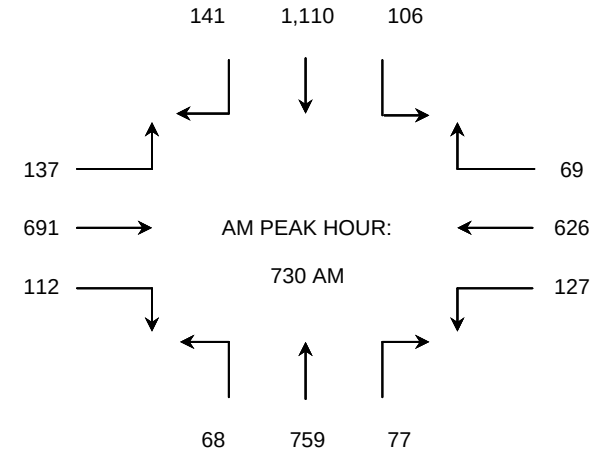
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	102	526	78	105	564	102	44	621	49	88	950	111	3,340
7:15 - 8:15	116	591	69	130	679	110	60	724	62	104	1,089	127	3,861
7:30 - 8:30	127	626	69	137	691	112	68	759	77	106	1,110	141	4,023 *
7:45 - 8:45	132	588	60	132	641	106	70	738	79	86	1,069	127	3,828
8:00 - 9:00	132	527	49	119	581	102	75	642	85	70	969	111	3,462

PERIOD: PM Peak Hour

DATE: TUESDAY 5/22/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	23	134	28	30	157	19	30	260	21	18	157	28	905
4:15 - 4:30	17	164	30	37	153	15	27	311	17	20	133	22	946
4:30 - 4:45	22	156	20	41	156	20	26	297	19	11	189	27	984
4:45 - 5:00	26	174	23	30	166	23	39	327	27	15	158	32	1,040
5:00 - 5:15	24	151	22	46	197	35	25	354	17	12	155	31	1,069
5:15 - 5:30	22	141	33	35	169	18	41	375	21	13	175	26	1,069
5:30 - 5:45	16	170	30	35	179	14	23	337	21	12	151	18	1,006
5:45 - 6:00	21	140	28	22	157	18	25	312	23	17	171	29	963

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	88	628	101	138	632	77	122	1,195	84	64	637	109	3,875
4:15 - 5:15	89	645	95	154	672	93	117	1,289	80	58	635	112	4,039
4:30 - 5:30	94	622	98	152	688	96	131	1,353	84	51	677	116	4,162
4:45 - 5:45	88	636	108	146	711	90	128	1,393	86	52	639	107	4,184 *
5:00 - 6:00	83	602	113	138	702	85	114	1,378	82	54	652	104	4,107



CLIENT:	CRAIN AND ASSOCIATES
PROJECT:	WESTFIELD WEST VALLEY II
DATE:	WEDNESDAY, MAY 23, 2007
PERIOD:	07:00 AM TO 09:00 AM
INTERSECTION:	N/S TOPANGA CANYON BOULEVARD
	E/W VANOWEN STREET
FILE NUMBER:	10-AM CAR

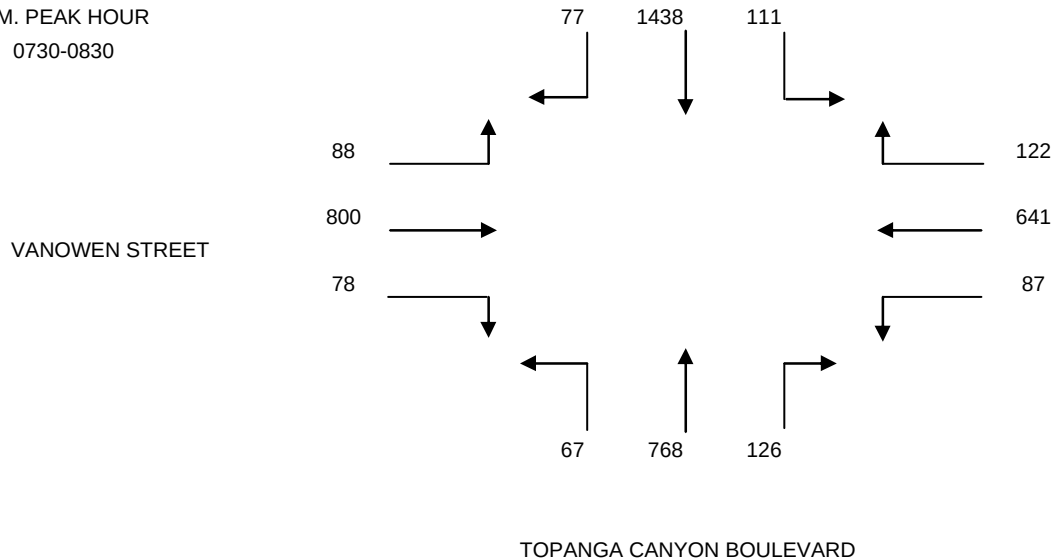
15 MINUTE TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

700-715	10	343	18	16	85	21	22	163	7	16	185	16
715-730	17	360	15	26	114	17	27	195	11	23	162	14
730-745	22	379	26	39	169	16	33	211	15	24	193	21
745-800	18	338	32	37	186	28	37	216	16	16	194	23
800-815	22	362	33	27	145	22	29	186	17	16	224	22
815-830	15	359	20	19	141	21	27	155	19	22	189	22
830-845	25	340	36	20	171	32	27	187	20	23	204	20
845-900	13	354	21	18	121	23	26	198	21	26	171	24

1 HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	

700-800	67	1420	91	118	554	82	119	785	49	79	734	74	4172
715-815	79	1439	106	129	614	83	126	808	59	79	773	80	4375
730-830	77	1438	111	122	641	87	126	768	67	78	800	88	4403
745-845	80	1399	121	103	643	103	120	744	72	77	811	87	4360
800-900	75	1415	110	84	578	98	109	726	77	87	788	88	4235

A.M. PEAK HOUR
0730-0830



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

WEDNESDAY, MAY 23, 2007

PERIOD:

04:00 PM TO 06:00 PM

INTERSECTION:

N/S TOPANGA CANYON BOULEVARD.

E/W VANOWEN STREET

FILE NUMBER:

10-PM

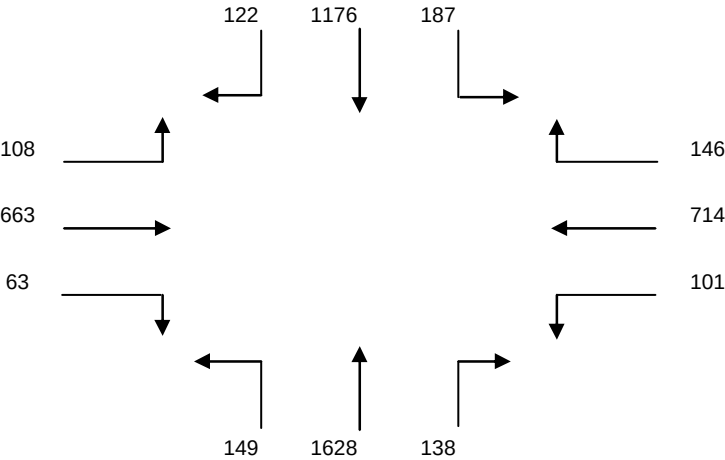
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-415	27	250	36	40	157	23	48	346	25	20	198	26
415-430	25	235	51	27	141	26	61	374	26	19	167	31
430-445	34	304	54	39	149	21	37	397	39	21	142	32
445-500	32	290	48	40	156	30	29	406	55	15	127	29
500-515	22	297	38	25	189	23	24	395	32	15	165	20
515-530	25	288	58	34	202	24	37	422	31	20	191	25
530-545	43	301	43	47	167	24	48	405	31	13	180	34
545-600	33	274	36	26	124	25	24	389	44	19	163	26

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
400-500	118	1079	189	146	603	100	175	1523	145	75	634	118	4905
415-515	113	1126	191	131	635	100	151	1572	152	70	601	112	4954
430-530	113	1179	198	138	696	98	127	1620	157	71	625	106	5128
445-545	122	1176	187	146	714	101	138	1628	149	63	663	108	5195
500-600	123	1160	175	132	682	96	133	1611	138	67	699	105	5121

P.M. PEAK HOUR

0445-0545

VANOWEN STREET



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: OWENSMOUTH AVE

E/W STREET: VANOWEN STREET

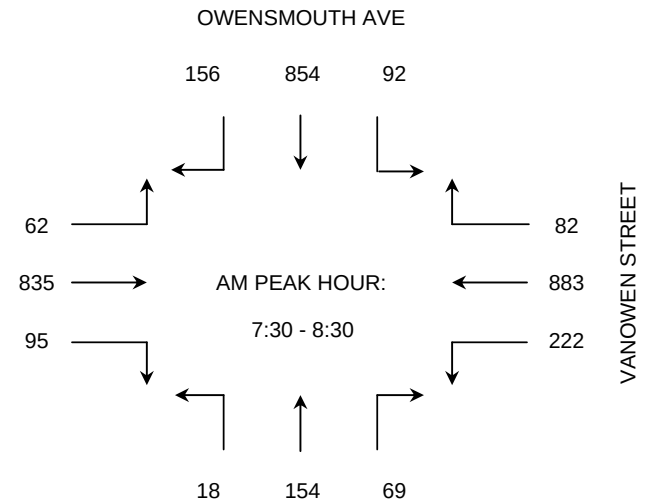
PERIOD: AM PEAK HOUR

DATE: TUESDAY May 31, 2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	34	143	19	11	152	16	1	19	14	11	88	19	527
7:15 - 7:30	31	151	18	7	133	13	3	26	9	13	124	20	548
7:30 - 7:45	44	240	20	11	192	25	4	32	18	23	186	59	854
7:45 - 8:00	60	278	21	20	202	27	6	42	15	27	223	58	979
8:00 - 8:15	43	165	23	16	236	19	3	38	22	20	248	23	856
8:15 - 8:30	75	200	18	15	205	24	5	42	14	22	197	16	833
8:30 - 8:45	50	199	22	11	165	25	5	30	14	15	149	10	695
8:45 - 9:00	47	185	15	11	153	23	6	43	19	15	143	19	679

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	169	812	78	49	679	81	14	119	56	74	621	156	2,908
7:15 - 8:15	178	834	82	54	763	84	16	138	64	83	781	160	3,237
7:30 - 8:30	222	883	82	62	835	95	18	154	69	92	854	156	3,522 *
7:45 - 8:45	228	842	84	62	808	95	19	152	65	84	817	107	3,363
8:00 - 9:00	215	749	78	53	759	91	19	153	69	72	737	68	3,063

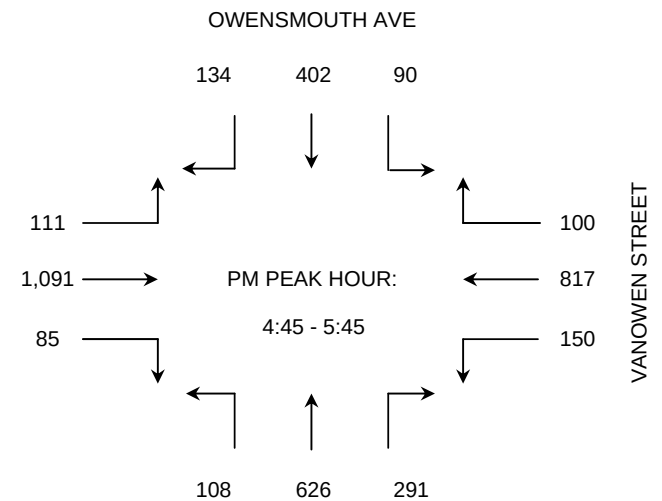


PERIOD: PM PEAK HOUR

DATE: TUESDAY May 31, 2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	29	197	21	32	233	24	18	138	61	20	96	16	885
4:15 - 4:30	30	188	21	21	250	36	22	151	58	23	86	24	910
4:30 - 4:45	30	184	25	21	231	29	27	135	59	16	82	15	854
4:45 - 5:00	45	192	26	31	260	21	24	138	59	24	83	33	936
5:00 - 5:15	32	189	21	26	253	24	22	161	76	19	109	35	967
5:15 - 5:30	43	208	25	24	287	17	37	181	81	22	120	29	1,074
5:30 - 5:45	30	228	28	30	291	23	25	146	75	25	90	37	1,028
5:45 - 6:00	54	194	17	29	213	24	21	115	48	17	106	21	859

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	134	761	93	105	974	110	91	562	237	83	347	88	3,585
4:15 - 5:15	137	753	93	99	994	110	95	585	252	82	360	107	3,667
4:30 - 5:30	150	773	97	102	1,031	91	110	615	275	81	394	112	3,831
4:45 - 5:45	150	817	100	111	1,091	85	108	626	291	90	402	134	4,005 *
5:00 - 6:00	159	819	91	109	1,044	88	105	603	280	83	425	122	3,928



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

WEDNESDAY, MAY 23, 2007

PERIOD:

07:00 AM TO 09:00 AM

INTERSECTION:

N/S

CANOGA AVENUE

E/W

VANOWEN STREET

FILE NUMBER:

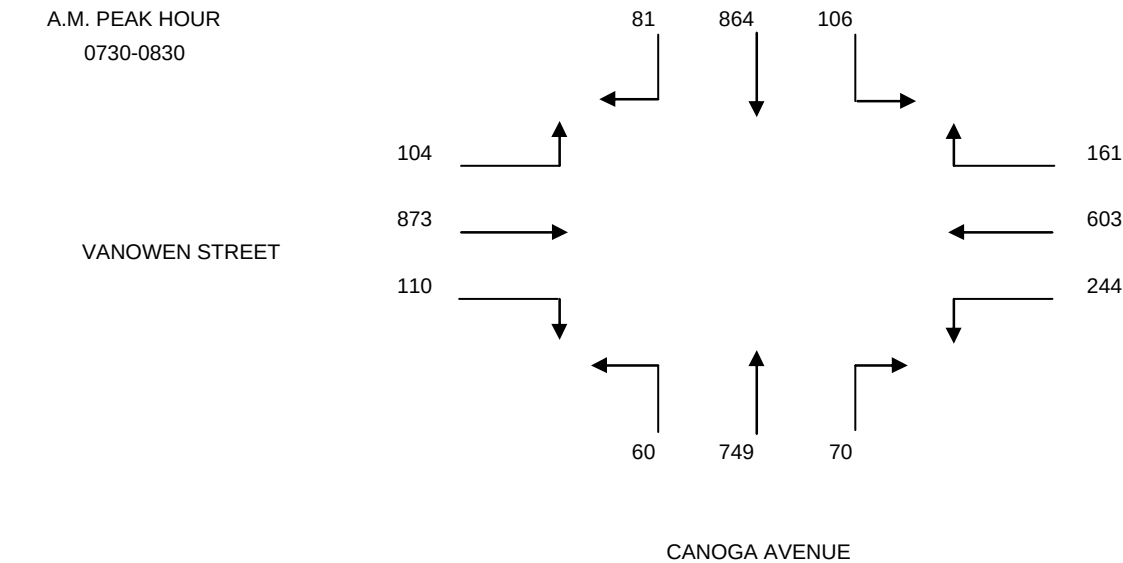
12-AM CAR

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

700-715	14	165	39	34	145	51	12	203	8	23	230	17
715-730	22	197	26	42	165	53	13	179	10	30	211	19
730-745	17	215	29	49	148	65	18	190	15	39	242	25
745-800	22	206	20	37	143	51	15	178	19	28	231	35
800-815	22	198	33	32	120	68	21	209	15	21	226	29
815-830	20	245	24	43	192	60	16	172	11	22	174	15
830-845	20	269	29	33	187	72	19	183	12	21	167	10
845-900	17	234	24	23	167	57	18	163	7	16	159	8

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

700-800	75	783	114	162	601	220	58	750	52	120	914	96	3945
715-815	83	816	108	160	576	237	67	756	59	118	910	108	3998
730-830	81	864	106	161	603	244	70	749	60	110	873	104	4025
745-845	84	918	106	145	642	251	71	742	57	92	798	89	3995
800-900	79	946	110	131	666	257	74	727	45	80	726	62	3903



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

WEDNESDAY, MAY 23, 2007

PERIOD:

04:00 PM TO 06:00 PM

INTERSECTION:

N/S

CANOGA AVENUE

E/W

VANOWEN STREET

FILE NUMBER:

12-PM CAR

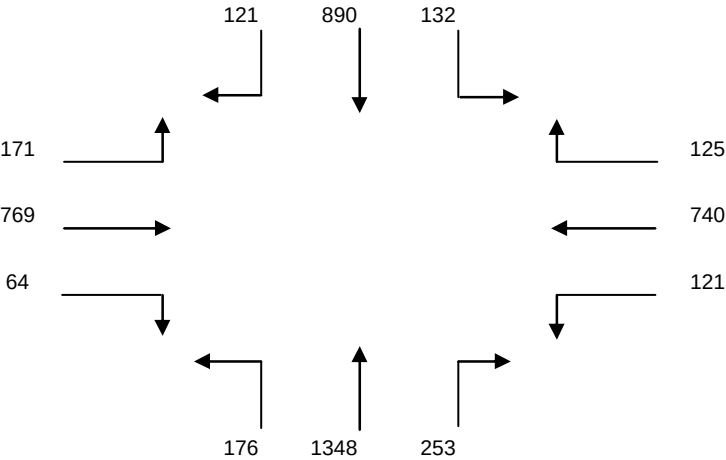
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-415	17	182	35	25	140	22	42	330	23	9	167	27
415-430	16	196	45	32	180	28	31	314	35	14	178	34
430-445	23	220	27	25	203	32	37	347	42	13	153	56
445-500	34	242	35	29	215	30	64	321	39	17	179	32
500-515	31	205	32	35	164	20	75	338	49	18	208	35
515-530	29	223	38	36	158	39	77	342	46	16	229	48
530-545	20	196	21	36	192	43	66	296	30	23	187	32
545-600	18	237	25	41	175	41	52	317	26	24	170	26

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
400-500	90	840	142	111	738	112	174	1312	139	53	677	149	4537
415-515	104	863	139	121	762	110	207	1320	165	62	718	157	4728
430-530	117	890	132	125	740	121	253	1348	176	64	769	171	4906
445-545	114	866	126	136	729	132	282	1297	164	74	803	147	4870
500-600	98	861	116	148	689	143	270	1293	151	81	794	141	4785

P.M. PEAK HOUR

0430-0530

VANOWEN STREET



THE TRAFFIC SOLUTION

329 DIAMOND STREET

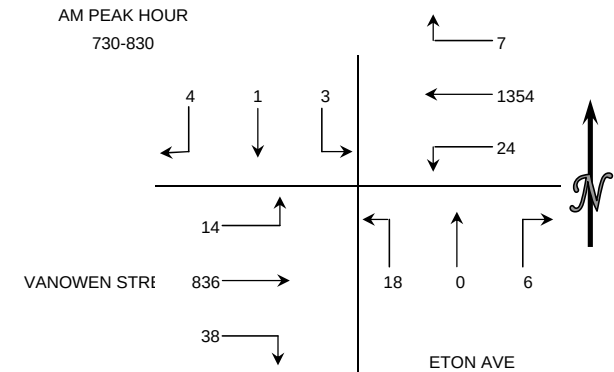
ARCADIA, CALIFORNIA 91006

626.446.7978

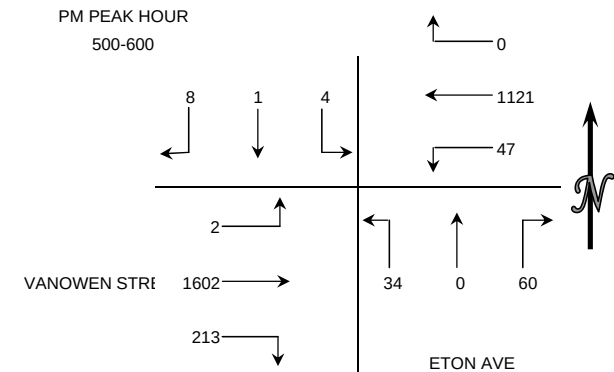
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY DECEMBER 11, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S ETON AVENUE
 E/W VANOWEN STREET
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	3	0	2	2	247	10	0	0	5	1	164	4	438
715-730	3	0	0	2	270	1	2	0	5	7	183	1	474
730-745	1	0	0	2	315	8	2	0	4	2	190	3	527
745-800	0	0	1	3	367	4	2	0	2	12	207	6	604
800-815	3	0	1	1	349	5	1	0	3	15	226	2	606
815-830	0	1	1	1	323	7	1	0	9	9	213	3	568
830-845	3	0	5	1	275	2	6	0	24	9	182	7	514
845-900	1	0	2	1	310	4	1	0	23	15	174	4	535
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	7	0	3	9	1199	23	6	0	16	22	744	14	2043
715-815	7	0	2	8	1301	18	7	0	14	36	806	12	2211
730-830	4	1	3	7	1354	24	6	0	18	38	836	14	2305
745-845	6	1	8	6	1314	18	10	0	38	45	828	18	2292
800-900	7	1	9	4	1257	18	9	0	59	48	795	16	2223



15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	2	0	1	0	250	3	6	0	12	16	330	3	623
415-430	2	0	2	0	224	4	7	0	11	23	385	1	659
430-445	2	0	1	0	250	13	8	0	12	30	387	1	704
445-500	2	0	2	0	260	10	9	0	15	32	440	0	770
500-515	4	0	2	0	261	6	16	0	7	46	424	0	766
515-530	1	0	1	0	280	12	7	0	8	43	369	2	723
530-545	1	1	0	0	282	15	15	0	9	50	389	0	762
545-600	2	0	1	0	298	14	22	0	10	74	420	0	841
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	8	0	6	0	984	30	30	0	50	101	1542	5	2756
415-515	10	0	7	0	995	33	40	0	45	131	1636	2	2899
430-530	9	0	6	0	1051	41	40	0	42	151	1620	3	2963
445-545	8	1	5	0	1083	43	47	0	39	171	1622	2	3021
500-600	8	1	4	0	1121	47	60	0	34	213	1602	2	3092



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: VARIEL AVENUE

E/W STREET: VANOWEN STREET

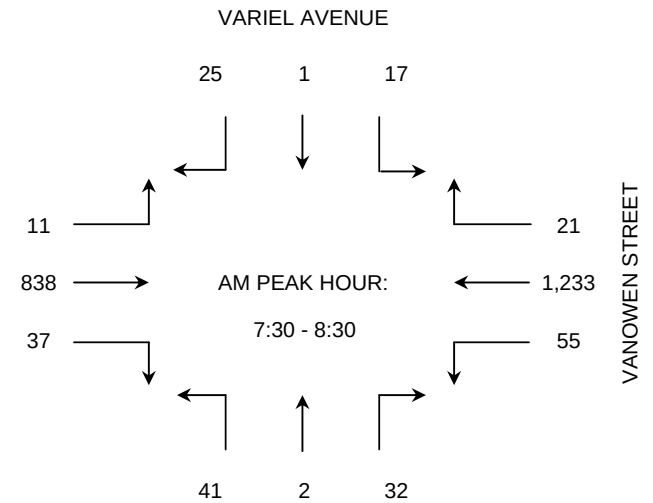
PERIOD: AM PEAK HOUR

DATE: WEDNESDAY June 6, 2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	5	223	2	1	112	9	7	0	4	6	2	2	373
7:15 - 7:30	7	251	0	1	162	9	3	2	4	2	2	3	446
7:30 - 7:45	10	317	5	0	194	14	11	0	7	3	0	7	568
7:45 - 8:00	11	301	6	3	201	12	8	1	8	4	0	3	558
8:00 - 8:15	16	306	5	4	223	8	14	1	9	4	1	9	600
8:15 - 8:30	18	309	5	4	220	3	8	0	8	6	0	6	587
8:30 - 8:45	10	295	4	2	175	4	6	0	5	6	0	2	509
8:45 - 9:00	14	324	3	3	165	5	11	0	5	3	0	2	535

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	33	1,092	13	5	669	44	29	3	23	15	4	15	1,945
7:15 - 8:15	44	1,175	16	8	780	43	36	4	28	13	3	22	2,172
7:30 - 8:30	55	1,233	21	11	838	37	41	2	32	17	1	25	2,313 *
7:45 - 8:45	55	1,211	20	13	819	27	36	2	30	20	1	20	2,254
8:00 - 9:00	58	1,234	17	13	783	20	39	1	27	19	1	19	2,231

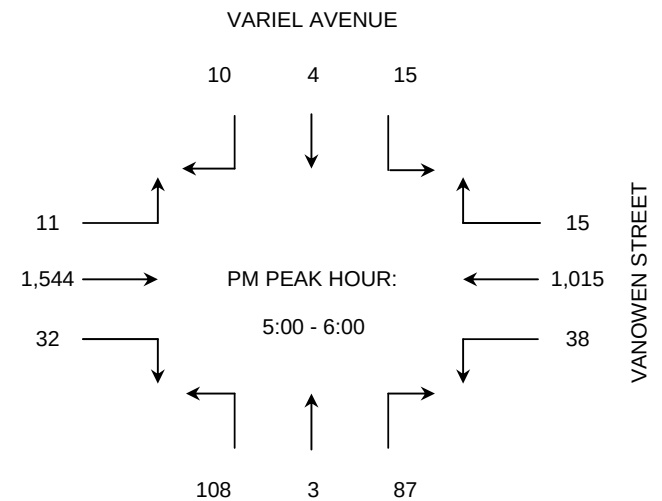


PERIOD: PM PEAK HOUR

DATE: WEDNESDAY June 6, 2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	7	229	1	1	336	13	16	0	14	1	0	3	621
4:15 - 4:30	5	201	4	2	309	9	24	2	39	3	2	1	601
4:30 - 4:45	9	233	5	2	294	6	16	0	24	4	0	1	594
4:45 - 5:00	13	221	6	2	366	6	21	0	21	0	0	3	659
5:00 - 5:15	12	244	7	5	388	7	40	2	40	5	1	4	755
5:15 - 5:30	7	254	4	2	407	5	20	0	11	6	0	1	717
5:30 - 5:45	9	242	4	1	427	9	21	1	17	3	0	2	736
5:45 - 6:00	10	275	0	3	322	11	27	0	19	1	3	3	674

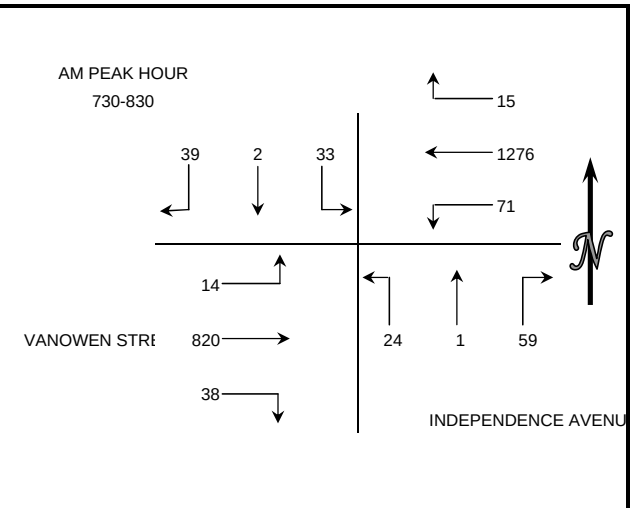
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	34	884	16	7	1,305	34	77	2	98	8	2	8	2,475
4:15 - 5:15	39	899	22	11	1,357	28	101	4	124	12	3	9	2,609
4:30 - 5:30	41	952	22	11	1,455	24	97	2	96	15	1	9	2,725
4:45 - 5:45	41	961	21	10	1,588	27	102	3	89	14	1	10	2,867
5:00 - 6:00	38	1,015	15	11	1,544	32	108	3	87	15	4	10	2,882 *



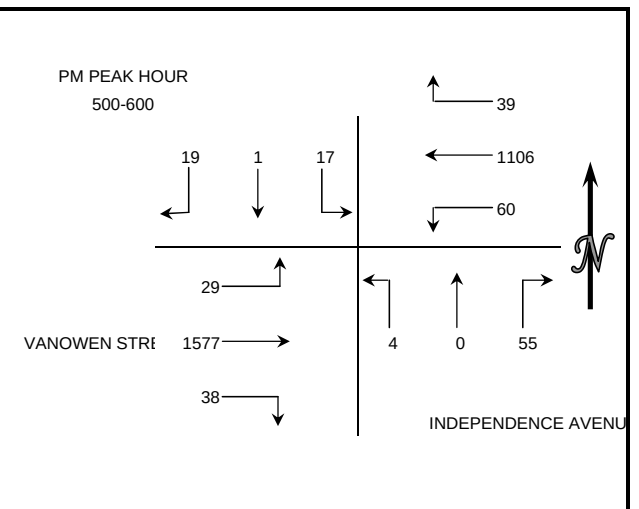
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY DECEMBER 11, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S INDEPENDENCE AVENUE
 E/W VANOWEN STREET
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	2	0	11	3	214	15	12	0	4	6	169	3	439
715-730	14	0	14	3	243	9	13	0	3	3	182	2	486
730-745	16	0	10	2	319	10	17	0	4	5	198	0	581
745-800	9	0	15	5	362	21	21	0	5	6	197	3	644
800-815	9	1	5	7	312	26	11	0	7	11	237	5	631
815-830	5	1	3	1	283	14	10	1	8	16	188	6	536
830-845	8	0	6	1	294	21	11	0	5	13	179	2	540
845-900	3	0	4	1	302	17	12	1	7	11	174	1	533
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	41	0	50	13	1138	55	63	0	16	20	746	8	2150
715-815	48	1	44	17	1236	66	62	0	19	25	814	10	2342
730-830	39	2	33	15	1276	71	59	1	24	38	820	14	2392
745-845	31	2	29	14	1251	82	53	1	25	46	801	16	2351
800-900	25	2	18	10	1191	78	44	2	27	51	778	14	2240



15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	5	0	1	12	257	1	10	0	2	6	303	2	599
415-430	1	0	4	9	224	15	18	0	4	10	364	4	653
430-445	3	0	4	7	232	14	20	1	2	6	413	9	711
445-500	7	0	5	7	261	14	21	1	1	9	391	4	721
500-515	4	0	3	6	260	19	26	0	0	10	393	7	728
515-530	4	0	5	12	269	13	9	0	1	5	411	8	737
530-545	5	0	6	11	272	17	13	0	1	12	379	3	719
545-600	6	1	3	10	305	11	7	0	2	11	394	11	761
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	16	0	14	35	974	44	69	2	9	31	1471	19	2684
415-515	15	0	16	29	977	62	85	2	7	35	1561	24	2813
430-530	18	0	17	32	1022	60	76	2	4	30	1608	28	2897
445-545	20	0	19	36	1062	63	69	1	3	36	1574	22	2905
500-600	19	1	17	39	1106	60	55	0	4	38	1577	29	2945



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto Ave

E/W STREET: Vanowen St

PERIOD: AM Peak Hour

DATE: THURSDAY 5/17/2007

Prepared by: National Data & Surveying Services
Project # 07-2249-005



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	32	156	28	30	130	18	11	145	15	27	225	35	852
7:15 - 7:30	30	186	21	22	124	20	10	188	12	24	290	33	960
7:30 - 7:45	40	224	30	21	201	21	11	205	20	25	304	50	1,152
7:45 - 8:00	45	320	25	15	240	15	12	242	25	25	311	44	1,319
8:00 - 8:15	54	275	22	15	256	16	13	224	27	35	265	30	1,232
8:15 - 8:30	55	224	30	20	225	15	10	156	26	30	311	45	1,147
8:30 - 8:45	60	286	25	21	188	7	15	157	18	20	288	40	1,125
8:45 - 9:00	56	251	20	25	166	9	10	166	15	25	298	60	1,101

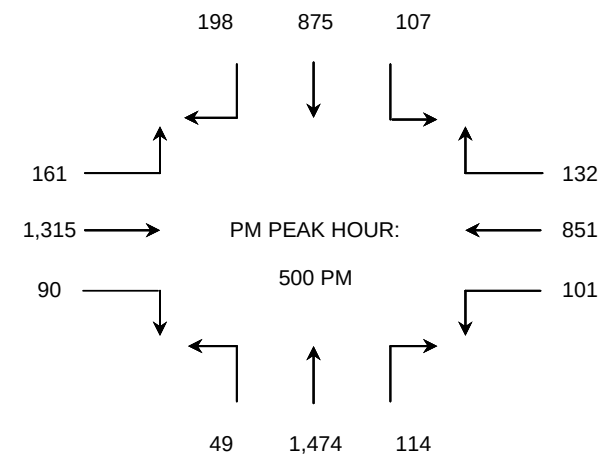
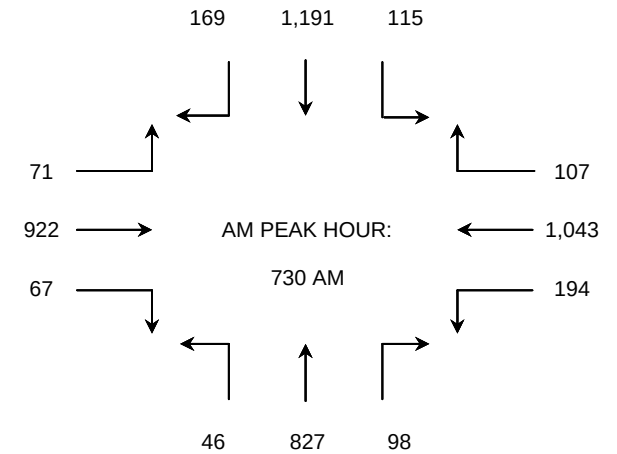
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	147	886	104	88	695	74	44	780	72	101	1,130	162	4,283
7:15 - 8:15	169	1,005	98	73	821	72	46	859	84	109	1,170	157	4,663
7:30 - 8:30	194	1,043	107	71	922	67	46	827	98	115	1,191	169	4,850 *
7:45 - 8:45	214	1,105	102	71	909	53	50	779	96	110	1,175	159	4,823
8:00 - 9:00	225	1,036	97	81	835	47	48	703	86	110	1,162	175	4,605

PERIOD: PM Peak Hour

DATE: THURSDAY 5/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	20	188	31	40	266	20	11	334	28	25	221	31	1,215
4:15 - 4:30	27	160	28	45	245	40	10	288	30	30	189	28	1,120
4:30 - 4:45	25	186	40	30	254	22	12	334	28	25	221	32	1,209
4:45 - 5:00	33	221	35	35	288	21	13	378	26	18	240	30	1,338
5:00 - 5:15	24	196	30	50	345	18	10	368	25	25	201	42	1,334
5:15 - 5:30	25	201	42	40	354	25	8	366	30	20	199	40	1,350
5:30 - 5:45	22	224	40	33	305	24	15	384	30	32	245	60	1,414
5:45 - 6:00	30	230	20	38	311	23	16	356	29	30	230	56	1,369

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	105	755	134	150	1,053	103	46	1,334	112	98	871	121	4,882
4:15 - 5:15	109	763	133	160	1,132	101	45	1,368	109	98	851	132	5,001
4:30 - 5:30	107	804	147	155	1,241	86	43	1,446	109	88	861	144	5,231
4:45 - 5:45	104	842	147	158	1,292	88	46	1,496	111	95	885	172	5,436
5:00 - 6:00	101	851	132	161	1,315	90	49	1,474	114	107	875	198	5,467 *

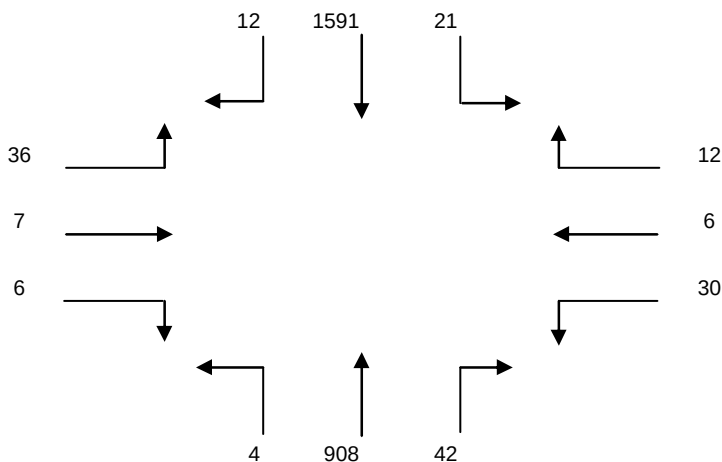


CLIENT:	CRAIN AND ASSOCIATES
PROJECT:	WESTFIELD WEST VALLEY II
DATE:	WEDNESDAY, MAY 23, 2007
PERIOD:	07:00 AM TO 09:00 AM
INTERSECTION:	N/S TOPANGA CANYON BOULEVARD
	E/W KITTRIDGE STREET
FILE NUMBER:	15-AM CAR

700-715	3	380	5	0	1	8	9	237	1	1	0	5
715-730	2	401	6	2	2	10	6	215	0	1	1	7
730-745	2	389	4	2	2	11	9	234	0	1	3	11
745-800	2	418	4	4	2	10	9	228	1	2	2	9
800-815	3	403	5	2	1	6	10	219	2	2	2	7
815-830	5	381	8	4	1	3	14	227	1	1	0	9
830-845	5	379	7	3	1	9	10	198	0	0	2	9
845-900	7	392	8	5	2	8	8	233	0	1	1	8

700-800	9	1588	19	8	7	39	33	914	2	5	6	32	2662
715-815	9	1611	19	10	7	37	34	896	3	6	8	34	2674
730-830	12	1591	21	12	6	30	42	908	4	6	7	36	2675
745-845	15	1581	24	13	5	28	43	872	4	5	6	34	2630
800-900	20	1555	28	14	5	26	42	877	3	4	5	33	2612

0730-0830



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

CLIENT:	CRAIN AND ASSOCIATES
PROJECT:	WESTFIELD WEST VALLEY II
DATE:	WEDNESDAY, MAY 23, 2007
PERIOD:	04:00 PM TO 06:00 PM
INTERSECTION:	N/S TOPANGA CANYON BOULEVARD
	E/W KITTRIDGE STREET
FILE NUMBER:	15-PM

400-415	7	299	22	14	5	31	18	394	5	4	2	20
415-430	4	276	15	11	7	32	23	406	4	5	3	25
430-445	6	285	18	14	7	21	21	441	6	6	2	17
445-500	12	306	15	19	3	35	16	429	5	3	1	26
500-515	18	316	21	12	5	44	14	403	3	4	1	24
515-530	12	326	24	17	3	28	22	416	4	2	3	25
530-545	5	324	20	13	5	19	21	423	7	1	3	22
545-600	7	301	16	15	8	18	17	431	6	2	4	18

400-500	29	1166	70	58	22	119	78	1670	20	18	8	88	3346
415-515	40	1183	69	56	22	132	74	1679	18	18	7	92	3390
430-530	48	1233	78	62	18	128	73	1689	18	15	7	92	3461
445-545	47	1272	80	61	16	126	73	1671	19	10	8	97	3480
500-600	42	1267	81	57	21	109	74	1673	20	9	11	89	3453

0445-0545



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN & ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

THURSDAY, JULY 26, 2007

PERIOD:

07:00 AM TO 09:00 AM

INTERSECTION:

N/S

OWENSMOUTH AVENUE

E/W

CANYON CREEK DRIVE

FILE NUMBER:

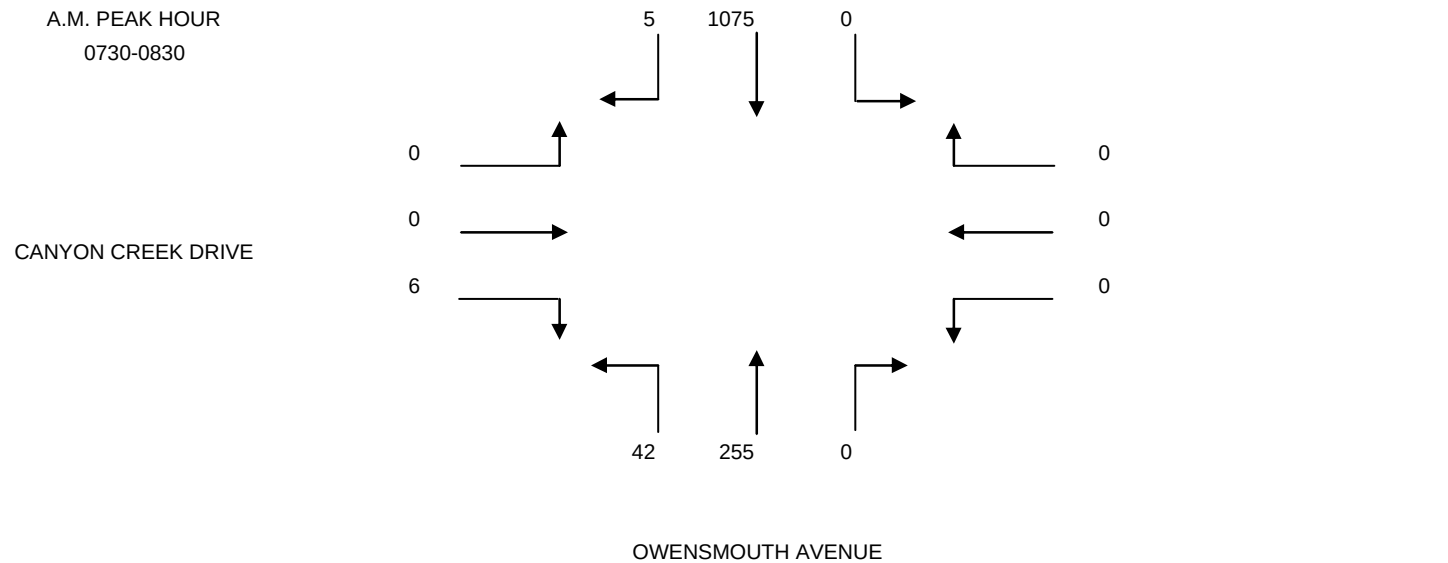
1-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

0700-0715	1	148	0	0	0	0	0	26	5	0	0	0
0715-0730	1	167	0	0	0	0	0	44	4	0	0	0
0730-0745	0	229	0	0	0	0	0	56	6	0	0	0
0745-0800	1	342	0	0	0	0	0	79	10	3	0	0
0800-0815	0	251	0	0	0	0	0	62	13	0	0	0
0815-0830	4	253	0	0	0	0	0	58	13	3	0	0
0830-0845	2	200	0	0	0	0	0	60	20	2	0	0
0845-0900	5	202	0	0	0	0	0	79	29	3	0	1

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

0700-0800	3	886	0	0	0	0	0	205	25	3	0	0	1122
0715-0815	2	989	0	0	0	0	0	241	33	3	0	0	1268
0730-0830	5	1075	0	0	0	0	0	255	42	6	0	0	1383
0745-0845	7	1046	0	0	0	0	0	259	56	8	0	0	1376
0800-0900	11	906	0	0	0	0	0	259	75	8	0	1	1260



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN & ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

THURSDAY, JULY 26, 2007

PERIOD:

04:00 PM TO 06:00 PM

INTERSECTION:

N/S

OWENSMOUTH AVENUE

E/W

CANYON CREEK DRIVE

FILE NUMBER:

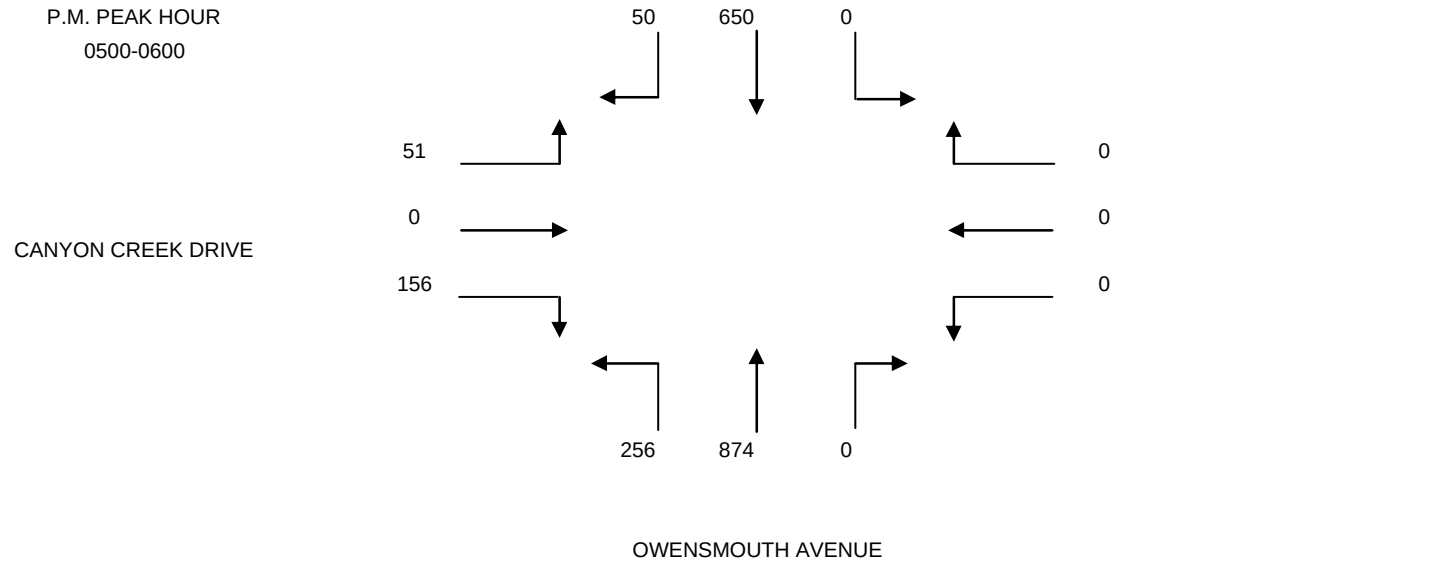
1-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

0400-0415	11	137	0	0	0	0	0	216	55	40	0	10
0415-0430	13	141	0	0	0	0	0	201	44	31	0	9
0430-0445	9	137	0	0	0	0	0	190	66	32	0	6
0445-0500	15	153	0	0	0	0	0	199	69	44	0	7
0500-0515	10	140	0	0	0	0	0	219	59	49	0	10
0515-0530	18	192	0	0	0	0	0	257	61	30	0	15
0530-0545	11	158	0	0	0	0	0	204	54	39	0	11
0545-0600	11	160	0	0	0	0	0	194	82	38	0	15

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

0400-0500	48	568	0	0	0	0	0	806	234	147	0	32	1835
0415-0515	47	571	0	0	0	0	0	809	238	156	0	32	1853
0430-0530	52	622	0	0	0	0	0	865	255	155	0	38	1987
0445-0545	54	643	0	0	0	0	0	879	243	162	0	43	2024
0500-0600	50	650	0	0	0	0	0	874	256	156	0	51	2037



THE TRAFFIC SOLUTION

329 DIAMOND STREET

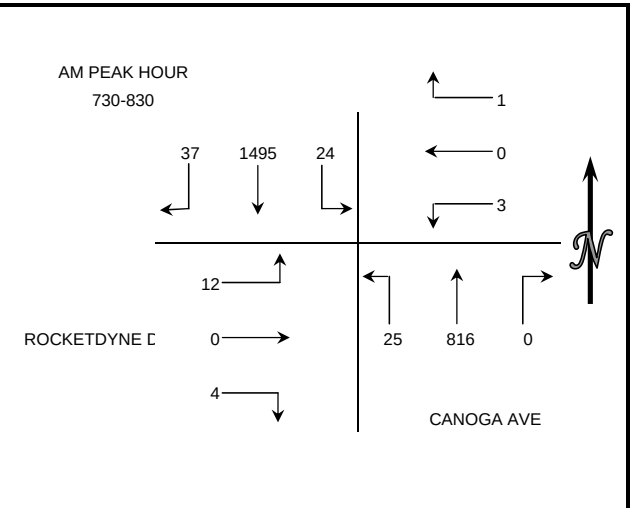
ARCADIA, CALIFORNIA 91006

626.446.7978

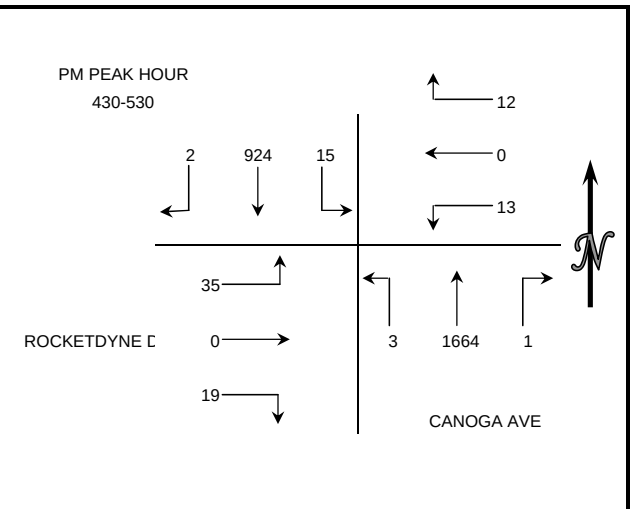
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY DECEMBER 11, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S CANOGA AVENUE
 E/W ROCKETDYNE DWY
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	15	255	10	0	0	5	1	142	8	0	0	0	436
715-730	10	326	18	1	0	2	0	167	1	0	0	2	527
730-745	10	364	5	1	0	0	0	178	4	2	0	2	566
745-800	8	399	9	0	0	1	0	218	16	2	0	3	656
800-815	12	365	7	0	0	0	0	204	2	0	0	1	591
815-830	7	367	3	0	0	2	0	216	3	0	0	6	604
830-845	7	339	2	1	0	0	0	172	3	0	0	8	532
845-900	7	333	4	3	0	2	1	161	4	3	0	6	524
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	43	1344	42	2	0	8	1	705	29	4	0	7	2185
715-815	40	1454	39	2	0	3	0	767	23	4	0	8	2340
730-830	37	1495	24	1	0	3	0	816	25	4	0	12	2417
745-845	34	1470	21	1	0	3	0	810	24	2	0	18	2383
800-900	33	1404	16	4	0	4	1	753	12	3	0	21	2251



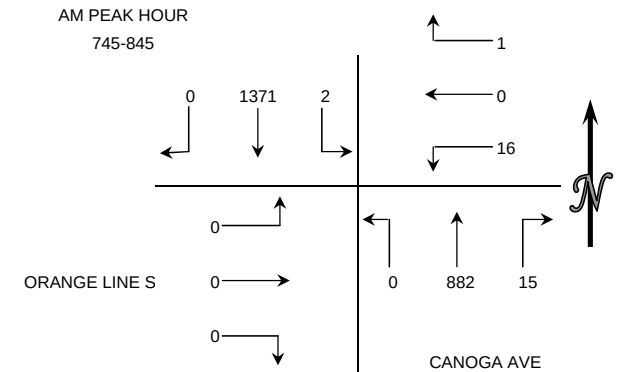
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	3	224	6	5	0	1	2	382	5	4	0	7	639
415-430	2	211	4	3	0	5	1	405	1	1	0	11	644
430-445	0	228	3	3	0	3	0	418	0	4	0	9	668
445-500	1	219	2	1	0	3	0	408	1	5	0	10	650
500-515	1	234	5	4	0	4	1	402	1	7	0	9	668
515-530	0	243	5	4	0	3	0	436	1	3	0	7	702
530-545	0	248	2	4	0	2	0	382	0	2	0	5	645
545-600	1	215	2	4	0	4	0	372	3	1	0	2	604
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	6	882	15	12	0	12	3	1613	7	14	0	37	2601
415-515	4	892	14	11	0	15	2	1633	3	17	0	39	2630
430-530	2	924	15	12	0	13	1	1664	3	19	0	35	2688
445-545	2	944	14	13	0	12	1	1628	3	17	0	31	2665
500-600	2	940	14	16	0	13	1	1592	5	13	0	23	2619



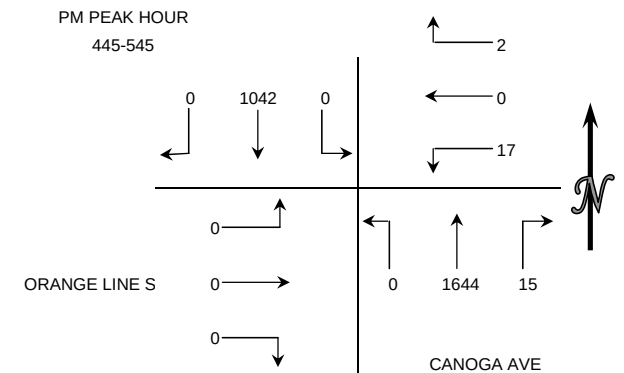
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY DECEMBER 11, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S CANOGA AVENUE
 E/W ORANGE LINE STATION
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	264	0	0	0	5	4	164	0	0	0	0	437
715-730	0	337	0	0	0	3	3	166	0	0	0	0	509
730-745	0	294	1	0	0	3	4	195	0	0	0	0	497
745-800	0	379	0	0	0	3	4	219	0	0	0	0	605
800-815	0	336	1	0	0	6	3	258	0	0	0	0	604
815-830	0	333	1	1	0	4	5	208	0	0	0	0	552
830-845	0	323	0	0	0	3	3	197	0	0	0	0	526
845-900	0	313	0	0	0	1	3	144	0	0	0	0	461
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	1274	1	0	0	14	15	744	0	0	0	0	2048
715-815	0	1346	2	0	0	15	14	838	0	0	0	0	2215
730-830	0	1342	3	1	0	16	16	880	0	0	0	0	2258
745-845	0	1371	2	1	0	16	15	882	0	0	0	0	2287
800-900	0	1305	2	1	0	14	14	807	0	0	0	0	2143



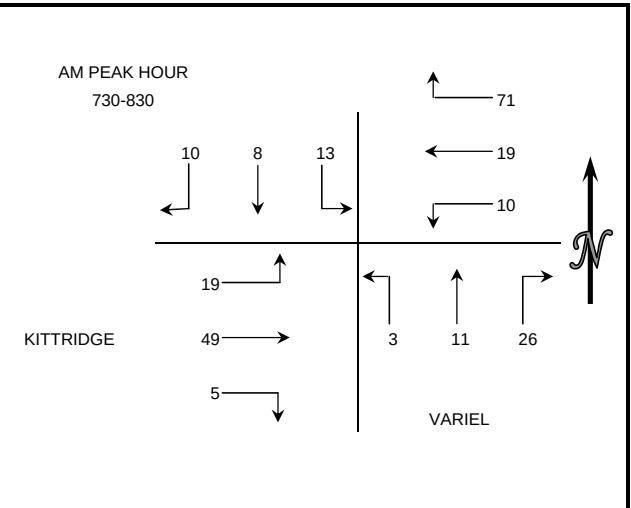
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	223	0	0	0	5	4	392	0	0	0	0	624
415-430	0	242	0	0	0	2	4	399	0	0	0	0	647
430-445	0	281	0	0	0	4	3	390	0	0	0	0	678
445-500	0	257	0	0	0	3	5	431	0	0	0	0	696
500-515	0	237	0	0	0	7	2	418	0	0	0	0	664
515-530	0	256	0	2	0	3	4	414	0	0	0	0	679
530-545	0	292	0	0	0	4	4	381	0	0	0	0	681
545-600	0	245	0	0	0	4	5	376	0	0	0	0	630
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	1003	0	0	0	14	16	1612	0	0	0	0	2645
415-515	0	1017	0	0	0	16	14	1638	0	0	0	0	2685
430-530	0	1031	0	2	0	17	14	1653	0	0	0	0	2717
445-545	0	1042	0	2	0	17	15	1644	0	0	0	0	2720
500-600	0	1030	0	2	0	18	15	1589	0	0	0	0	2654



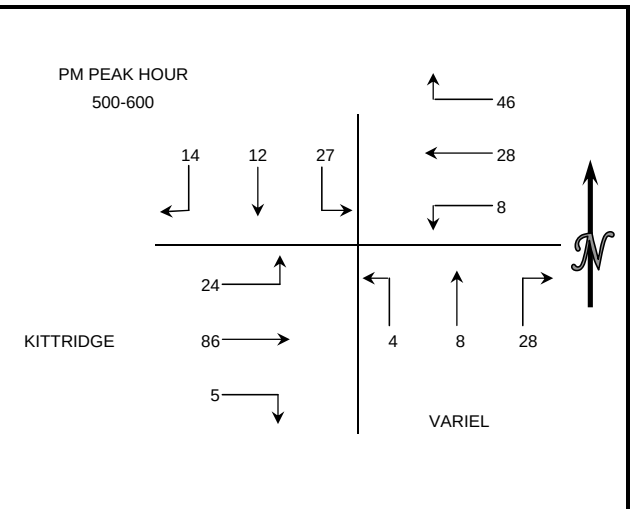
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY DECEMBER 11, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VARIEL AVENUE
 E/W KITTRIDGE STREET
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	1	2	3	12	1	6	2	1	1	1	4	3	37
715-730	1	3	2	13	4	2	3	3	0	1	8	5	45
730-745	1	2	3	20	4	1	4	4	1	1	12	4	57
745-800	2	1	2	25	7	2	8	2	0	0	16	3	68
800-815	1	1	1	10	5	5	7	3	2	2	5	9	51
815-830	6	4	7	16	3	2	7	2	0	2	16	3	68
830-845	2	0	6	10	4	4	3	3	0	1	16	3	52
845-900	1	3	4	10	5	3	2	3	1	2	13	5	52
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	5	8	10	70	16	11	17	10	2	3	40	15	207
715-815	5	7	8	68	20	10	22	12	3	4	41	21	221
730-830	10	8	13	71	19	10	26	11	3	5	49	19	244
745-845	11	6	16	61	19	13	25	10	2	5	53	18	239
800-900	10	8	18	46	17	14	19	11	3	7	50	20	223



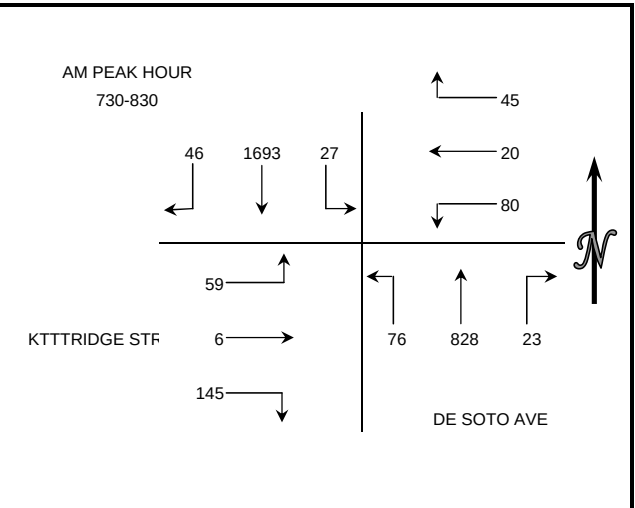
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	3	1	7	11	8	3	6	2	0	0	9	4	54
415-430	3	3	11	13	5	0	1	0	0	0	9	4	49
430-445	2	2	11	6	9	3	4	5	0	1	5	2	50
445-500	1	2	8	10	6	4	2	6	1	0	13	3	56
500-515	2	5	9	13	7	2	14	3	1	1	19	6	82
515-530	3	4	6	12	9	5	6	2	1	1	20	6	75
530-545	4	0	7	8	5	0	6	2	1	1	18	7	59
545-600	5	3	5	13	7	1	2	1	1	2	29	5	74
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	9	8	37	40	28	10	13	13	1	1	36	13	209
415-515	8	12	39	42	27	9	21	14	2	2	46	15	237
430-530	8	13	34	41	31	14	26	16	3	3	57	17	263
445-545	10	11	30	43	27	11	28	13	4	3	70	22	272
500-600	14	12	27	46	28	8	28	8	4	5	86	24	290



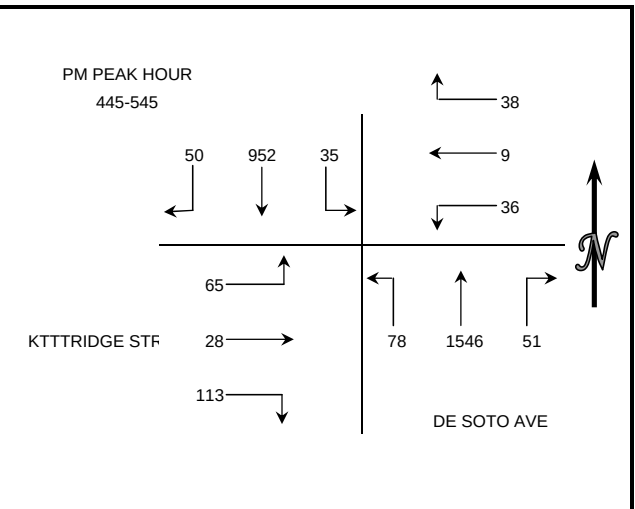
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY DECEMBER 11, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S DE SOTO AVENUE
 E/W KTTTRIDGE STREET
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	7	343	5	12	3	13	4	130	18	25	2	22	584
715-730	6	404	4	12	4	20	1	160	17	24	0	20	672
730-745	11	466	9	9	3	31	4	211	22	46	0	24	836
745-800	9	415	7	18	5	22	9	215	23	36	2	12	773
800-815	11	397	7	8	7	16	8	237	19	32	3	13	758
815-830	15	415	4	10	5	11	2	165	12	31	1	10	681
830-845	11	370	7	2	6	11	4	170	18	36	0	9	644
845-900	11	364	3	5	3	14	5	116	19	37	1	10	588
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	33	1628	25	51	15	86	18	716	80	131	4	78	2865
715-815	37	1682	27	47	19	89	22	823	81	138	5	69	3039
730-830	46	1693	27	45	20	80	23	828	76	145	6	59	3048
745-845	46	1597	25	38	23	60	23	787	72	135	6	44	2856
800-900	48	1546	21	25	21	52	19	688	68	136	5	42	2671



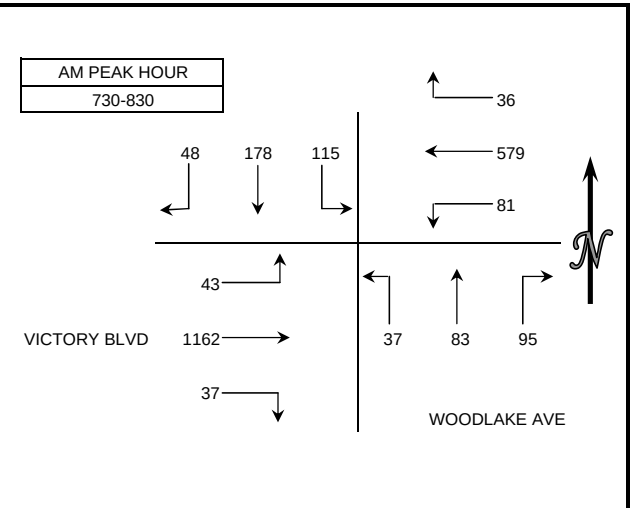
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	11	245	7	5	2	2	9	394	14	19	6	16	730
415-430	18	239	7	6	1	5	17	367	26	22	2	13	723
430-445	15	217	9	13	3	6	8	411	23	23	9	7	744
445-500	15	242	12	9	4	9	17	363	19	35	3	12	740
500-515	8	217	6	10	3	9	15	417	20	32	9	21	767
515-530	13	258	6	13	1	9	11	371	15	25	11	15	748
530-545	14	235	11	6	1	9	8	395	24	21	5	17	746
545-600	14	253	10	11	3	11	14	341	19	11	6	24	717
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	59	943	35	33	10	22	51	1535	82	99	20	48	2937
415-515	56	915	34	38	11	29	57	1558	88	112	23	53	2974
430-530	51	934	33	45	11	33	51	1562	77	115	32	55	2999
445-545	50	952	35	38	9	36	51	1546	78	113	28	65	3001
500-600	49	963	33	40	8	38	48	1524	78	89	31	77	2978



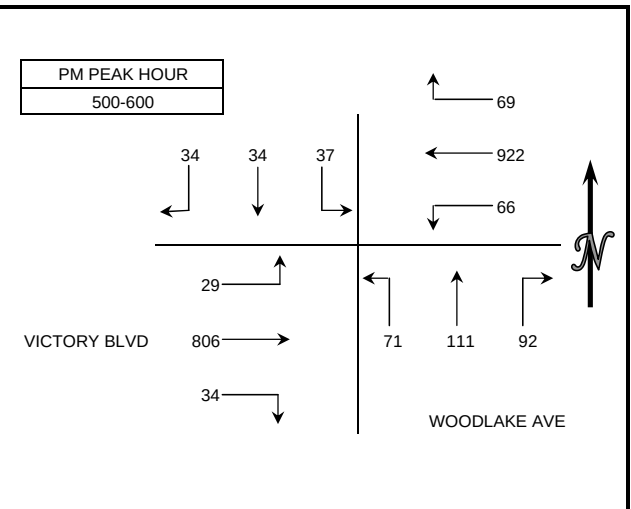
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WEST SAN FERNANDO VALLEY TRAFFIC COUNTS
 DATE: WEDNESDAY OCTOBER 17, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S WOODLAKE AVE
 E/W VICTORY BLVD
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	5	5	14	4	56	12	9	2	3	1	156	6	273
715-730	9	22	12	6	117	15	10	5	5	5	171	5	382
730-745	18	60	25	8	171	26	24	18	2	12	268	9	641
745-800	14	66	24	15	172	20	25	35	16	10	340	21	758
800-815	10	26	52	8	132	23	26	23	14	12	323	9	658
815-830	6	26	14	5	104	12	20	7	5	3	231	4	437
830-845	3	12	13	3	130	15	26	8	6	8	251	4	479
845-900	3	14	10	7	126	16	20	9	5	9	231	5	455
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	46	153	75	33	516	73	68	60	26	28	935	41	2054
715-815	51	174	113	37	592	84	85	81	37	39	1102	44	2439
730-830	48	178	115	36	579	81	95	83	37	37	1162	43	2494
745-845	33	130	103	31	538	70	97	73	41	33	1145	38	2332
800-900	22	78	89	23	492	66	92	47	30	32	1036	22	2029



15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	9	13	9	12	219	19	21	19	19	14	219	10	583
415-430	7	10	5	11	201	14	17	15	13	9	176	5	483
430-445	12	18	19	17	259	15	20	10	17	7	203	6	603
445-500	8	8	12	14	205	13	21	18	14	4	181	5	503
500-515	7	6	11	14	228	15	25	21	15	10	190	6	548
515-530	10	9	13	18	263	13	28	31	21	5	217	7	635
530-545	15	13	9	21	215	20	14	36	18	11	200	11	583
545-600	2	6	4	16	216	18	25	23	17	8	199	5	539
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	36	49	45	54	884	61	79	62	63	34	779	26	2172
415-515	34	42	47	56	893	57	83	64	59	30	750	22	2137
430-530	37	41	55	63	955	56	94	80	67	26	791	24	2289
445-545	40	36	45	67	911	61	88	106	68	30	788	29	2269
500-600	34	34	37	69	922	66	92	111	71	34	806	29	2305



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Fallbrook Ave

E/W STREET: Victory Blvd

PERIOD: AM Peak Hour

DATE: THURSDAY 5/17/2007

Prepared by: National Data & Surveying Services
Project # 07-2249-006



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	21	91	17	9	153	44	16	113	2	19	278	10	773
7:15 - 7:30	24	110	14	30	216	16	25	129	16	20	281	14	895
7:30 - 7:45	38	160	22	30	248	49	38	189	11	20	505	15	1,325
7:45 - 8:00	28	144	18	26	308	41	42	218	13	16	397	14	1,265
8:00 - 8:15	19	162	24	18	296	35	39	175	17	12	279	15	1,091
8:15 - 8:30	15	176	34	27	132	23	23	271	18	32	202	17	970
8:30 - 8:45	37	139	29	20	131	14	26	175	23	46	147	10	797
8:45 - 9:00	28	149	39	11	139	18	19	198	11	51	217	12	892

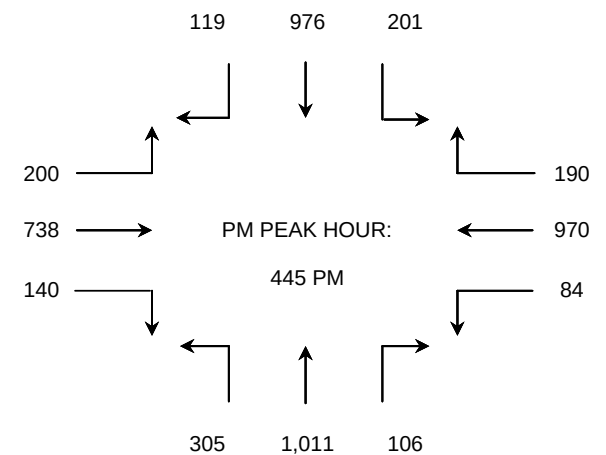
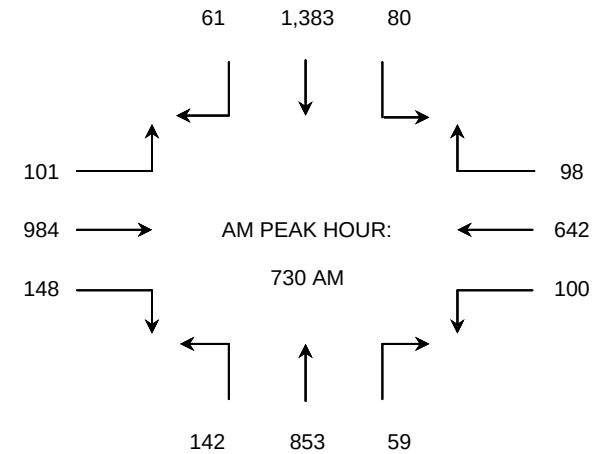
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	111	505	71	95	925	150	121	649	42	75	1,461	53	4,258
7:15 - 8:15	109	576	78	104	1,068	141	144	711	57	68	1,462	58	4,576
7:30 - 8:30	100	642	98	101	984	148	142	853	59	80	1,383	61	4,651 *
7:45 - 8:45	99	621	105	91	867	113	130	839	71	106	1,025	56	4,123
8:00 - 9:00	99	626	126	76	698	90	107	819	69	141	845	54	3,750

PERIOD: PM Peak Hour

DATE: THURSDAY 5/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	18	222	40	30	154	20	38	127	24	54	191	16	934
4:15 - 4:30	38	200	55	48	173	39	67	207	21	48	189	30	1,115
4:30 - 4:45	26	208	60	63	152	33	53	249	20	43	196	26	1,129
4:45 - 5:00	16	232	47	52	182	34	85	243	22	49	259	23	1,244
5:00 - 5:15	14	213	52	46	177	42	75	251	20	46	212	33	1,181
5:15 - 5:30	24	229	27	61	190	27	73	259	31	32	216	42	1,211
5:30 - 5:45	30	296	64	41	189	37	72	258	33	74	289	21	1,404
5:45 - 6:00	17	220	75	56	204	28	73	257	37	43	170	29	1,209

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	98	862	202	193	661	126	243	826	87	194	835	95	4,422
4:15 - 5:15	94	853	214	209	684	148	280	950	83	186	856	112	4,669
4:30 - 5:30	80	882	186	222	701	136	286	1,002	93	170	883	124	4,765
4:45 - 5:45	84	970	190	200	738	140	305	1,011	106	201	976	119	5,040 *
5:00 - 6:00	85	958	218	204	760	134	293	1,025	121	195	887	125	5,005



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Shoup Ave

E/W STREET: Victory Blvd

PERIOD: AM Peak Hour

DATE: TUESDAY 5/22/2007

Prepared by: National Data & Surveying Services
Project # 07-2249-007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	17	102	11	11	123	32	8	112	12	23	217	12	680
7:15 - 7:30	26	112	11	15	134	36	12	136	12	30	234	14	772
7:30 - 7:45	23	196	18	20	224	40	21	155	15	27	303	24	1,066
7:45 - 8:00	25	195	21	33	212	82	26	200	5	35	322	15	1,171
8:00 - 8:15	25	164	25	21	252	72	29	194	17	34	329	15	1,177
8:15 - 8:30	26	153	13	21	187	61	21	141	9	29	291	17	969
8:30 - 8:45	32	112	13	17	176	47	20	141	17	30	251	20	876
8:45 - 9:00	35	124	15	14	164	59	31	153	16	27	226	16	880

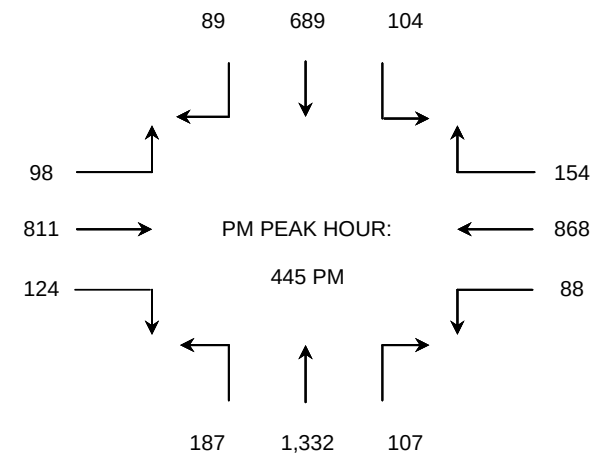
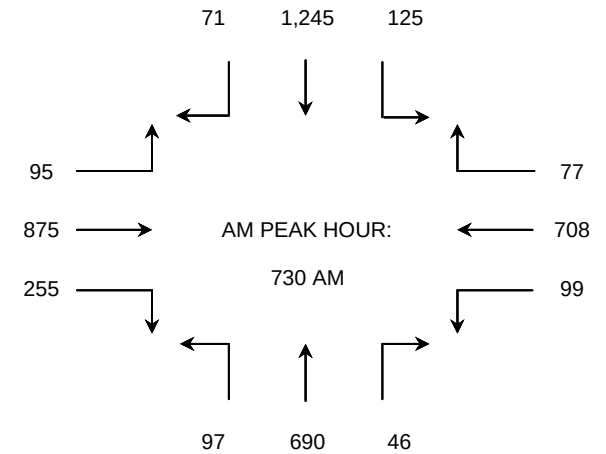
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	91	605	61	79	693	190	67	603	44	115	1,076	65	3,689
7:15 - 8:15	99	667	75	89	822	230	88	685	49	126	1,188	68	4,186
7:30 - 8:30	99	708	77	95	875	255	97	690	46	125	1,245	71	4,383 *
7:45 - 8:45	108	624	72	92	827	262	96	676	48	128	1,193	67	4,193
8:00 - 9:00	118	553	66	73	779	239	101	629	59	120	1,097	68	3,902

PERIOD: PM Peak Hour

DATE: TUESDAY 5/22/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	21	205	45	31	221	39	50	260	27	24	143	32	1,098
4:15 - 4:30	24	240	37	30	186	21	50	262	22	20	139	37	1,068
4:30 - 4:45	14	228	40	35	151	36	62	312	33	10	136	22	1,079
4:45 - 5:00	19	205	35	20	195	38	46	297	23	32	156	16	1,082
5:00 - 5:15	26	234	40	34	189	29	45	338	28	23	167	27	1,180
5:15 - 5:30	23	227	40	19	218	28	47	370	31	21	192	26	1,242
5:30 - 5:45	20	202	39	25	209	29	49	327	25	28	174	20	1,147
5:45 - 6:00	17	205	31	26	184	40	42	285	20	27	133	15	1,025

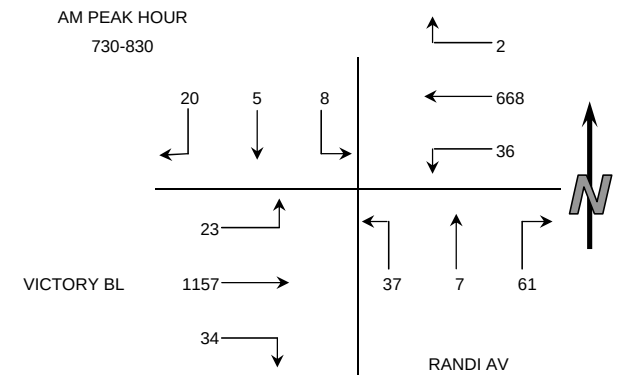
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	78	878	157	116	753	134	208	1,131	105	86	574	107	4,327
4:15 - 5:15	83	907	152	119	721	124	203	1,209	106	85	598	102	4,409
4:30 - 5:30	82	894	155	108	753	131	200	1,317	115	86	651	91	4,583
4:45 - 5:45	88	868	154	98	811	124	187	1,332	107	104	689	89	4,651 *
5:00 - 6:00	86	868	150	104	800	126	183	1,320	104	99	666	88	4,594



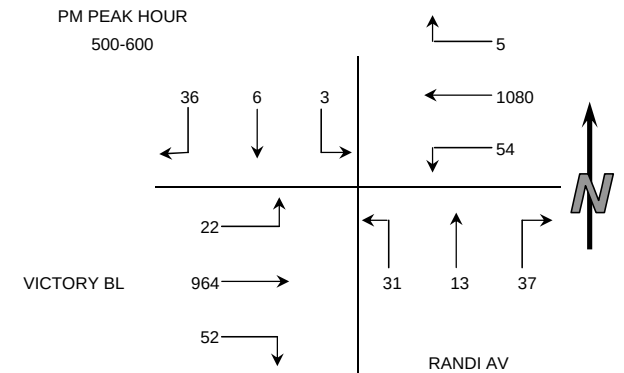
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

COUNTS BY: ACCUTEK
 PROJECT: WESTFIELD WEST VALLEY MIXED-USE DEVELOPMENT
 DATE: WEDNESDAY, NOVEMBER 28, 2007
 PERIODS: AM 7:00 TO 9:00
 PM 4:00 TO 6:00
 LOCATION NUMBER: 28
 INTERSECTION: N/S: RANDI AV
 E/W: VICTORY BL
 CITY: WOODLAND HILLS

15 MIN COUNTS													
7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	3	0	1	1	103	4	27	0	2	2	217	1	361
715-730	6	0	3	1	149	6	22	0	1	3	234	2	427
730-745	4	1	1	0	198	5	21	2	8	3	269	6	518
745-800	8	2	2	2	163	9	14	3	10	4	314	6	537
800-815	6	0	3	0	166	10	13	1	14	12	309	4	538
815-830	2	2	2	0	141	12	13	1	5	15	265	7	465
830-845	5	2	2	1	147	11	9	2	7	4	221	6	417
845-900	9	1	1	0	138	6	10	1	5	3	240	2	416
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	21	3	7	4	613	24	84	5	21	12	1034	15	1843
715-815	24	3	9	3	676	30	70	6	33	22	1126	18	2020
730-830	20	5	8	2	668	36	61	7	37	34	1157	23	2058
745-845	21	6	9	3	617	42	49	7	36	35	1109	23	1957
800-900	22	5	8	1	592	39	45	5	31	34	1035	19	1836



15 MIN COUNTS													
4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	11	4	2	4	254	7	5	2	6	9	251	1	54
415-430	11	4	6	3	273	14	6	2	8	9	242	3	49
430-445	8	0	3	3	266	18	8	1	4	9	234	8	50
445-500	8	2	1	3	244	9	16	1	6	7	262	8	56
500-515	11	3	1	1	256	14	7	2	8	11	244	2	82
515-530	3	0	0	2	268	10	11	7	8	12	231	7	75
530-545	10	3	1	1	270	20	10	2	7	16	252	10	59
545-600	12	0	1	1	286	10	9	2	8	13	237	3	74
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	38	10	12	13	1037	48	35	6	24	34	989	20	2266
415-515	38	9	11	10	1039	55	37	6	26	36	982	21	2270
430-530	30	5	5	9	1034	51	42	11	26	39	971	25	2248
445-545	32	8	3	7	1038	53	44	12	29	46	989	27	2288
500-600	36	6	3	5	1080	54	37	13	31	52	964	22	2303



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

THURSDAY, MAY 24, 2007

PERIOD:

07:00 AM TO 09:00 AM

INTERSECTION:

N/S

TOPANGA CANYON BOULEVARD

E/W

VICTORY BOULEVARD

FILE NUMBER:

18-AM CAR

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

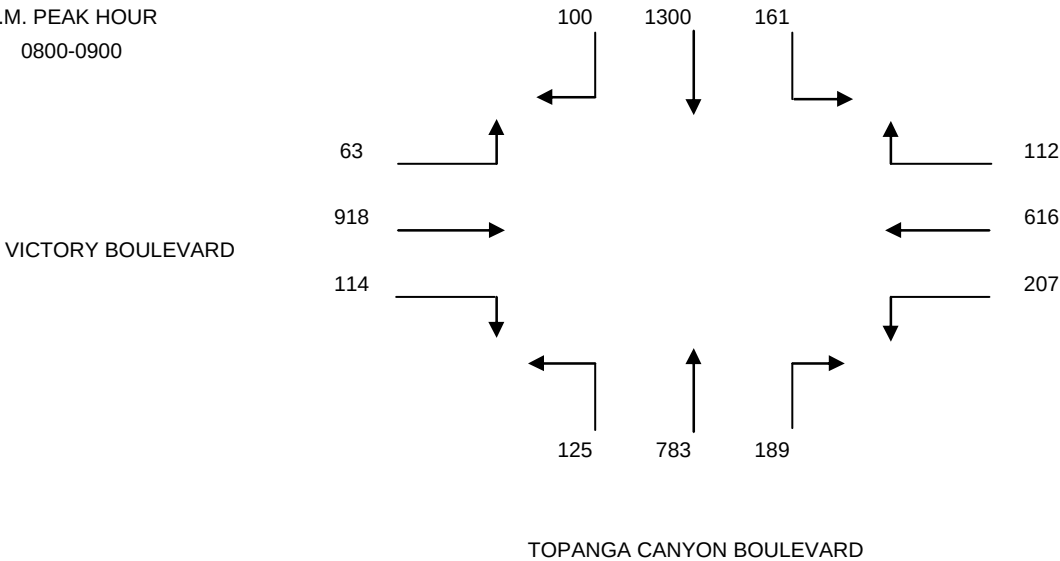
700-715	15	320	42	16	104	30	26	168	10	13	157	17
715-730	17	336	37	15	121	43	39	202	17	21	173	20
730-745	22	359	52	20	148	63	38	221	19	25	200	21
745-800	24	330	43	30	169	48	58	201	24	29	237	14
800-815	17	311	30	26	149	46	46	188	25	32	246	18
815-830	25	348	36	33	180	55	46	195	30	26	214	14
830-845	29	317	43	20	131	43	45	186	36	24	243	15
845-900	29	324	52	33	156	63	52	214	34	32	215	16

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

700-800	78	1345	174	81	542	184	161	792	70	88	767	72	4354
715-815	80	1336	162	91	587	200	181	812	85	107	856	73	4570
730-830	88	1348	161	109	646	212	188	805	98	112	897	67	4731
745-845	95	1306	152	109	629	192	195	770	115	111	940	61	4675
800-900	100	1300	161	112	616	207	189	783	125	114	918	63	4688

A.M. PEAK HOUR

0800-0900



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN AND ASSOCIATES
 PROJECT: WESTFIELD WEST VALLEY II
 DATE: THURSDAY, MAY 24, 2007
 PERIOD: 04:00 PM TO 06:00 PM
 INTERSECTION: N/S TOPANGA CANYON BOULEVARD
 E/W VICTORY BOULEVARD
 FILE NUMBER: 18-PM

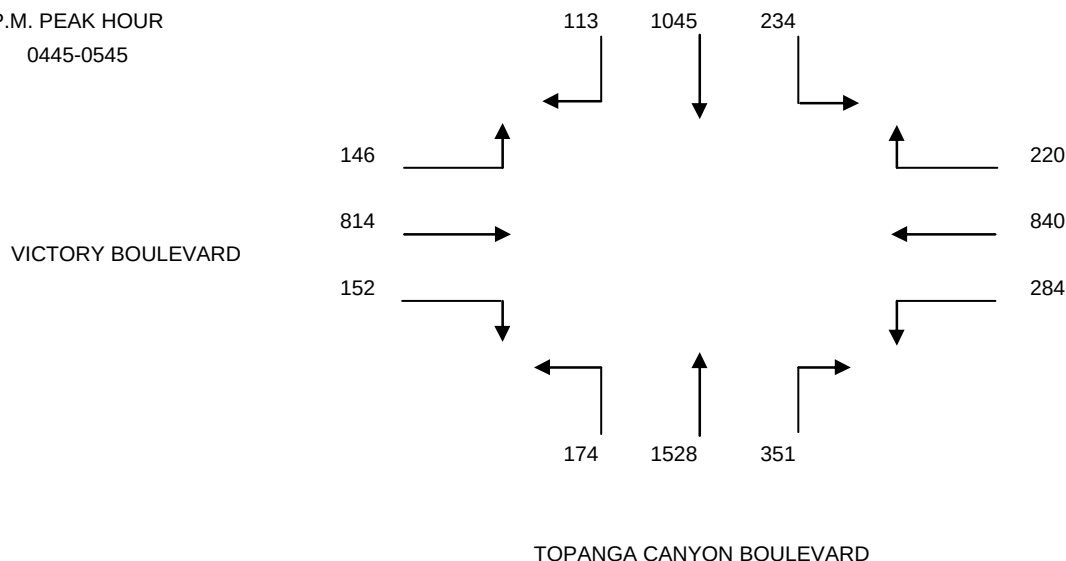
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

400-415	37	261	59	65	196	79	72	360	34	51	192	39
415-430	36	236	41	54	191	64	81	325	45	49	219	40
430-445	29	242	48	45	201	71	98	352	45	51	205	40
445-500	39	250	74	78	229	85	99	369	42	49	204	38
500-515	21	288	47	44	203	70	83	399	34	33	196	37
515-530	27	250	44	60	210	64	78	361	42	37	223	36
530-545	26	257	69	38	198	65	91	399	56	33	191	35
545-600	30	237	58	65	243	85	69	349	36	36	208	45

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

400-500	141	989	222	242	817	299	350	1406	166	200	820	157	5809
415-515	125	1016	210	221	824	290	361	1445	166	182	824	155	5819
430-530	116	1030	213	227	843	290	358	1481	163	170	828	151	5870
445-545	113	1045	234	220	840	284	351	1528	174	152	814	146	5901
500-600	104	1032	218	207	854	284	321	1508	168	139	818	153	5806

P.M. PEAK HOUR
 0445-0545



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: WESTFIELD WAY

E/W STREET: VICTORY BOULEVARD

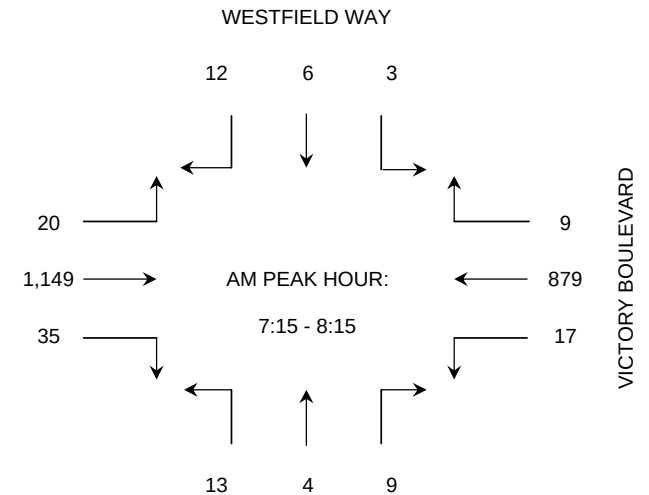
PERIOD: AM PEAK HOUR

DATE: TUESDAY May 22, 2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	2	151	3	1	209	5	1	1	1	0	0	1	375
7:15 - 7:30	3	213	2	6	255	9	2	2	2	2	3	5	504
7:30 - 7:45	5	249	3	3	315	11	2	2	4	0	2	3	599
7:45 - 8:00	4	222	1	4	307	7	4	0	2	1	1	4	557
8:00 - 8:15	5	195	3	7	272	8	5	0	1	0	0	0	496
8:15 - 8:30	9	169	4	11	280	9	6	2	3	2	2	4	501
8:30 - 8:45	8	170	10	13	289	12	3	1	1	3	1	0	511
8:45 - 9:00	11	155	12	13	251	13	3	4	0	3	3	2	470

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	14	835	9	14	1,086	32	9	5	9	3	6	13	2,035
7:15 - 8:15	17	879	9	20	1,149	35	13	4	9	3	6	12	2,156 *
7:30 - 8:30	23	835	11	25	1,174	35	17	4	10	3	5	11	2,153
7:45 - 8:45	26	756	18	35	1,148	36	18	3	7	6	4	8	2,065
8:00 - 9:00	33	689	29	44	1,092	42	17	7	5	8	6	6	1,978

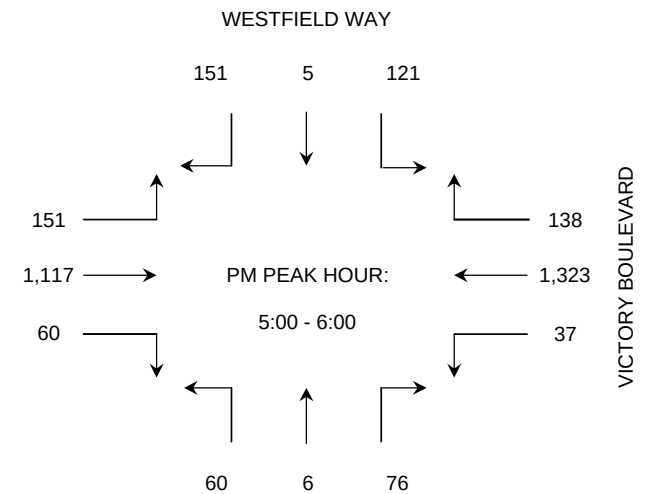


PERIOD: PM PEAK HOUR

DATE: TUESDAY May 22, 2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	7	311	29	37	271	3	7	0	11	24	1	44	745
4:15 - 4:30	5	292	35	34	299	7	9	1	15	29	0	50	776
4:30 - 4:45	6	299	37	50	275	5	13	2	12	30	0	52	781
4:45 - 5:00	9	282	30	47	281	10	15	2	21	27	0	47	771
5:00 - 5:15	7	333	40	42	279	16	22	0	18	31	3	37	828
5:15 - 5:30	7	341	38	36	295	15	15	3	20	33	1	44	848
5:30 - 5:45	11	330	29	40	274	12	12	2	17	27	0	36	790
5:45 - 6:00	12	319	31	33	269	17	11	1	21	30	1	34	779

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	27	1,184	131	168	1,126	25	44	5	59	110	1	193	3,073
4:15 - 5:15	27	1,206	142	173	1,134	38	59	5	66	117	3	186	3,156
4:30 - 5:30	29	1,255	145	175	1,130	46	65	7	71	121	4	180	3,228
4:45 - 5:45	34	1,286	137	165	1,129	53	64	7	76	118	4	164	3,237
5:00 - 6:00	37	1,323	138	151	1,117	60	60	6	76	121	5	151	3,245 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: OWENSMOUTH AVENUE

E/W STREET: VICTORY BOULEVARD

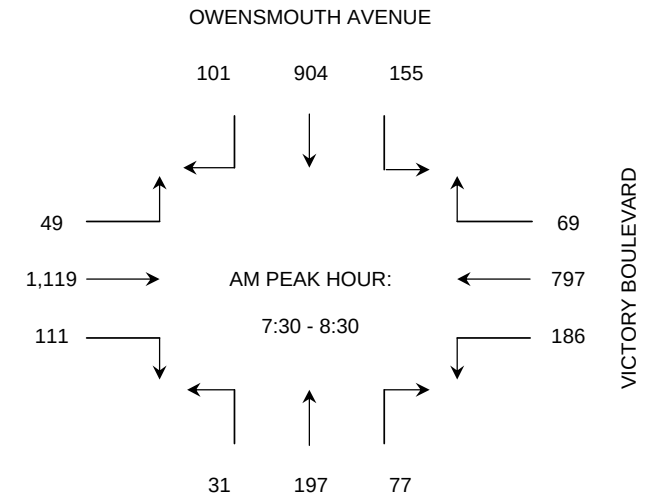
PERIOD: AM PEAK HOUR

DATE: WEDNESDAY May 23, 2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	44	122	14	5	174	28	3	34	18	13	126	11	592
7:15 - 7:30	37	157	13	12	207	32	7	38	16	29	132	19	699
7:30 - 7:45	42	211	19	11	279	30	8	41	19	33	203	30	926
7:45 - 8:00	60	208	16	10	291	31	7	42	17	48	269	33	1,032
8:00 - 8:15	44	206	13	9	290	23	9	45	21	40	255	21	976
8:15 - 8:30	40	172	21	19	259	27	7	69	20	34	177	17	862
8:30 - 8:45	37	188	13	7	221	22	8	68	22	28	171	12	797
8:45 - 9:00	32	161	12	7	204	17	10	60	19	16	130	10	678

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	183	698	62	38	951	121	25	155	70	123	730	93	3,249
7:15 - 8:15	183	782	61	42	1,067	116	31	166	73	150	859	103	3,633
7:30 - 8:30	186	797	69	49	1,119	111	31	197	77	155	904	101	3,796 *
7:45 - 8:45	181	774	63	45	1,061	103	31	224	80	150	872	83	3,667
8:00 - 9:00	153	727	59	42	974	89	34	242	82	118	733	60	3,313

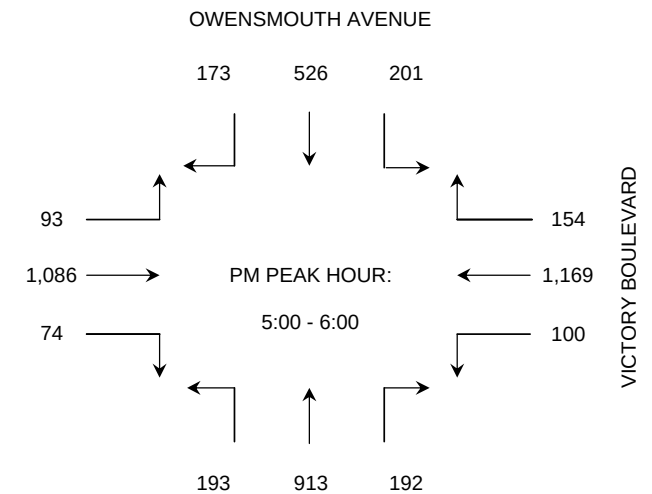


PERIOD: PM PEAK HOUR

DATE: WEDNESDAY May 23, 2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	33	255	40	22	282	21	39	170	41	41	144	20	1,108
4:15 - 4:30	21	272	34	26	284	24	41	151	35	39	161	24	1,112
4:30 - 4:45	29	265	42	27	241	25	50	202	42	47	141	24	1,135
4:45 - 5:00	19	249	47	31	245	17	51	199	40	45	147	32	1,122
5:00 - 5:15	24	303	39	28	271	20	60	255	55	57	123	48	1,283
5:15 - 5:30	25	286	32	21	266	22	44	241	39	45	147	39	1,207
5:30 - 5:45	27	290	38	25	277	19	48	234	51	59	127	49	1,244
5:45 - 6:00	24	290	45	19	272	13	41	183	47	40	129	37	1,140

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	102	1,041	163	106	1,052	87	181	722	158	172	593	100	4,477
4:15 - 5:15	93	1,089	162	112	1,041	86	202	807	172	188	572	128	4,652
4:30 - 5:30	97	1,103	160	107	1,023	84	205	897	176	194	558	143	4,747
4:45 - 5:45	95	1,128	156	105	1,059	78	203	929	185	206	544	168	4,856
5:00 - 6:00	100	1,169	154	93	1,086	74	193	913	192	201	526	173	4,874 *



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

THURSDAY, MAY 24, 2007

PERIOD:

07:00 AM TO 09:00 AM

INTERSECTION:

N/S

CANOGA AVENUE

E/W

VICTORY BOULEVARD

FILE NUMBER:

21-AM CAR

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

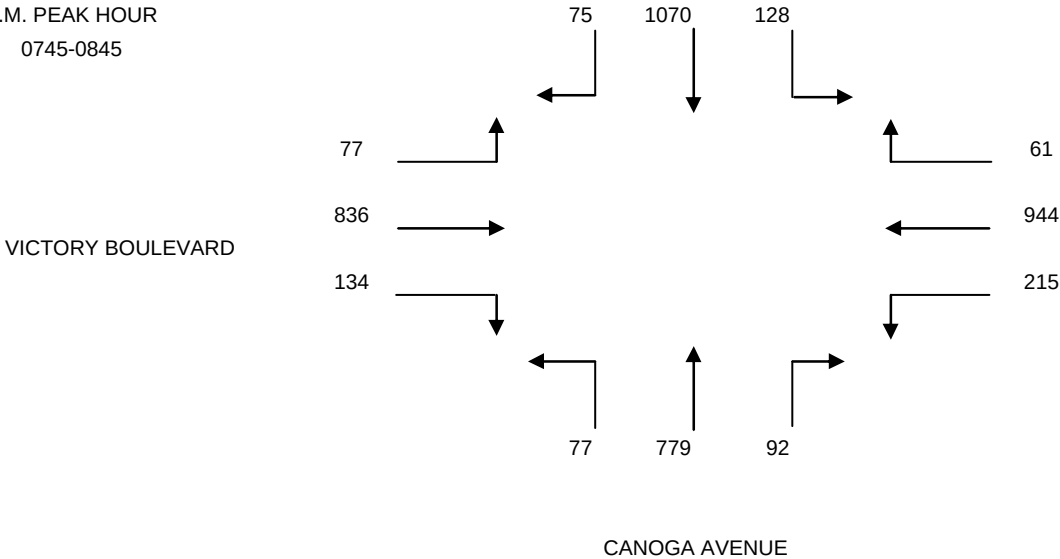
700-715	12	228	8	10	158	47	15	177	7	15	172	10
715-730	13	239	12	17	186	53	14	203	10	20	168	12
730-745	14	243	12	19	211	69	16	195	15	26	188	17
745-800	19	257	20	17	251	65	20	213	16	24	206	12
800-815	21	246	37	13	245	50	25	192	13	39	231	22
815-830	16	273	35	16	225	48	24	201	19	39	198	18
830-845	19	294	36	15	223	52	23	173	29	32	201	25
845-900	20	241	25	24	223	46	35	166	19	29	199	16

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

700-800	58	967	52	63	806	234	65	788	48	85	734	51	3951
715-815	67	985	81	66	893	237	75	803	54	109	793	63	4226
730-830	70	1019	104	65	932	232	85	801	63	128	823	69	4391
745-845	75	1070	128	61	944	215	92	779	77	134	836	77	4488
800-900	76	1054	133	68	916	196	107	732	80	139	829	81	4411

A.M. PEAK HOUR

0745-0845



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

THURSDAY, MAY 24, 2007

PERIOD:

04:00 PM TO 06:00 PM

INTERSECTION:

N/S

CANOGA AVENUE

E/W

VICTORY BOULEVARD

FILE NUMBER:

21-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

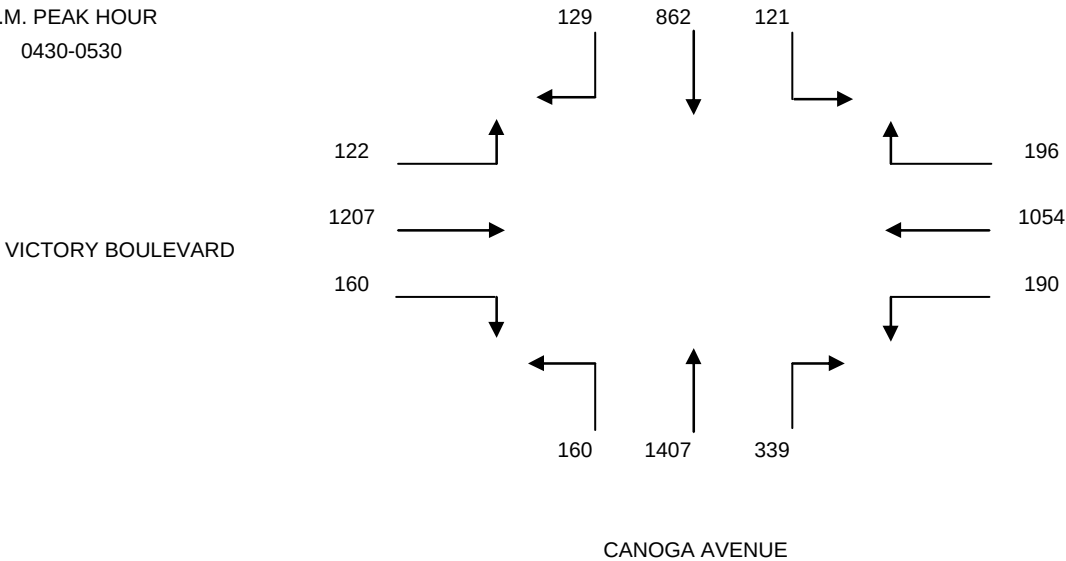
400-415	35	193	24	45	256	50	80	301	53	59	289	38
415-430	35	211	20	37	244	57	68	278	37	41	301	26
430-445	33	200	24	54	272	46	87	355	32	42	274	28
445-500	27	227	36	45	233	56	77	344	38	47	316	37
500-515	39	196	34	43	278	46	94	361	48	36	314	30
515-530	30	239	27	54	271	42	81	347	42	35	303	27
530-545	29	223	21	56	278	64	73	308	37	35	287	24
545-600	27	256	30	42	255	51	74	342	46	47	272	35

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

400-500	130	831	104	181	1005	209	312	1278	160	189	1180	129	5708
415-515	134	834	114	179	1027	205	326	1338	155	166	1205	121	5804
430-530	129	862	121	196	1054	190	339	1407	160	160	1207	122	5947
445-545	125	885	118	198	1060	208	325	1360	165	153	1220	118	5935
500-600	125	914	112	195	1082	203	322	1358	173	153	1176	116	5929

P.M. PEAK HOUR

0430-0530



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: VARIEL AVENUE

E/W STREET: VICTORY BOULEVARD

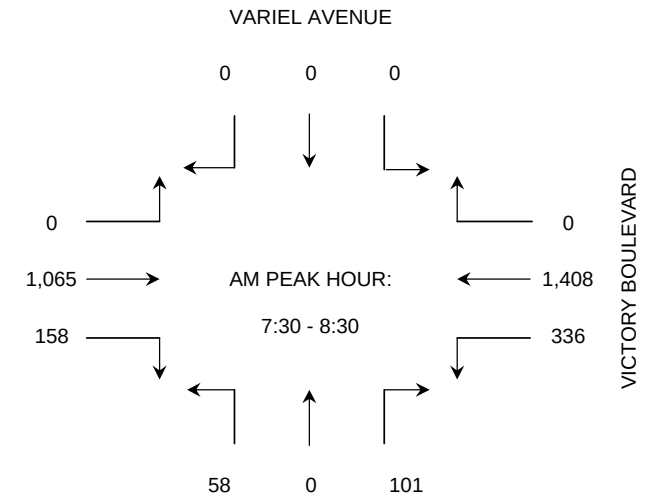
PERIOD: AM PEAK HOUR

DATE: TUESDAY June 5, 2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	80	233	0	0	126	25	7	0	27	0	0	0	498
7:15 - 7:30	70	226	0	0	195	16	11	0	21	0	0	0	539
7:30 - 7:45	68	344	0	0	215	38	11	0	13	0	0	0	689
7:45 - 8:00	85	350	0	0	267	29	16	0	30	0	0	0	777
8:00 - 8:15	99	372	0	0	304	50	14	0	31	0	0	0	870
8:15 - 8:30	84	342	0	0	279	41	17	0	27	0	0	0	790
8:30 - 8:45	79	263	0	0	173	55	12	0	19	0	0	0	601
8:45 - 9:00	69	211	0	0	175	48	19	0	23	0	0	0	545

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	303	1,153	0	0	803	108	45	0	91	0	0	0	2,503
7:15 - 8:15	322	1,292	0	0	981	133	52	0	95	0	0	0	2,875
7:30 - 8:30	336	1,408	0	0	1,065	158	58	0	101	0	0	0	3,126 *
7:45 - 8:45	347	1,327	0	0	1,023	175	59	0	107	0	0	0	3,038
8:00 - 9:00	331	1,188	0	0	931	194	62	0	100	0	0	0	2,806

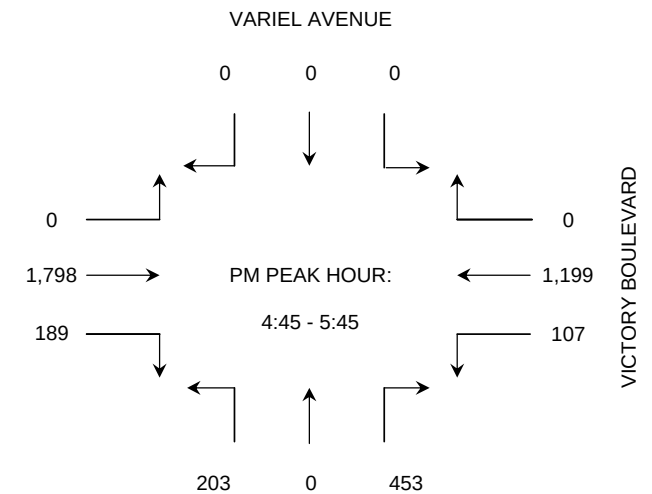


PERIOD: PM PEAK HOUR

DATE: TUESDAY June 5, 2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	21	277	0	0	372	31	40	0	90	0	0	0	831
4:15 - 4:30	29	275	0	0	367	27	35	0	92	0	0	0	825
4:30 - 4:45	19	319	0	0	357	33	30	0	106	0	0	0	864
4:45 - 5:00	30	324	0	0	381	45	47	0	91	0	0	0	918
5:00 - 5:15	34	288	0	0	493	57	60	0	137	0	0	0	1,069
5:15 - 5:30	24	295	0	0	489	43	42	0	123	0	0	0	1,016
5:30 - 5:45	19	292	0	0	435	44	54	0	102	0	0	0	946
5:45 - 6:00	17	311	0	0	425	41	41	0	75	0	0	0	910

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	99	1,195	0	0	1,477	136	152	0	379	0	0	0	3,438
4:15 - 5:15	112	1,206	0	0	1,598	162	172	0	426	0	0	0	3,676
4:30 - 5:30	107	1,226	0	0	1,720	178	179	0	457	0	0	0	3,867
4:45 - 5:45	107	1,199	0	0	1,798	189	203	0	453	0	0	0	3,949 *
5:00 - 6:00	94	1,186	0	0	1,842	185	197	0	437	0	0	0	3,941



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: De Soto Ave

E/W STREET: Victory Blvd

PERIOD: AM Peak Hour

DATE: THURSDAY 5/17/2007

Prepared by: National Data & Surveying Services
Project # 07-2249-008



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	112	256	40	15	145	8	11	160	20	31	201	35	1,034
7:15 - 7:30	120	245	33	20	120	6	10	156	25	30	331	35	1,131
7:30 - 7:45	125	302	35	15	186	7	13	211	40	25	320	33	1,312
7:45 - 8:00	130	320	20	17	242	11	15	201	42	20	325	42	1,385
8:00 - 8:15	105	344	21	18	260	15	20	160	25	18	311	55	1,352
8:15 - 8:30	112	305	18	20	256	13	11	156	30	15	305	40	1,281
8:30 - 8:45	130	331	15	21	225	10	15	142	24	16	321	45	1,295
8:45 - 9:00	108	277	18	25	160	8	15	156	29	15	288	40	1,139

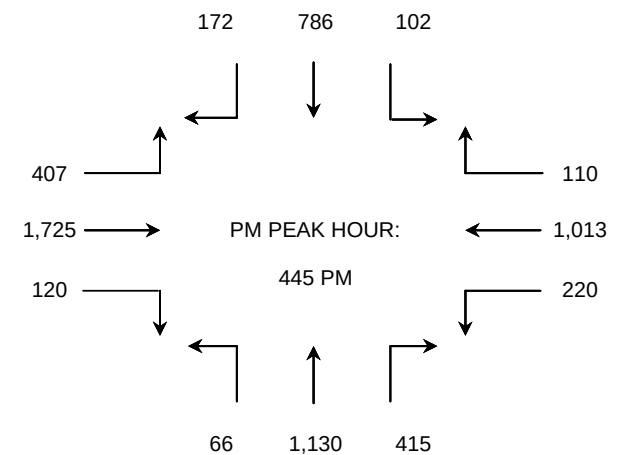
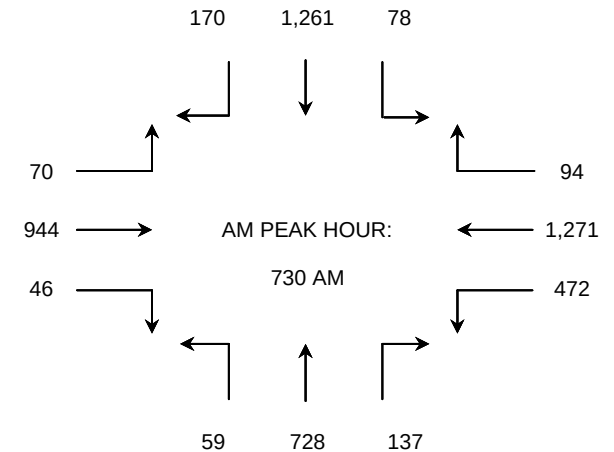
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	487	1,123	128	67	693	32	49	728	127	106	1,177	145	4,862
7:15 - 8:15	480	1,211	109	70	808	39	58	728	132	93	1,287	165	5,180
7:30 - 8:30	472	1,271	94	70	944	46	59	728	137	78	1,261	170	5,330 *
7:45 - 8:45	477	1,300	74	76	983	49	61	659	121	69	1,262	182	5,313
8:00 - 9:00	455	1,257	72	84	901	46	61	614	108	64	1,225	180	5,067

PERIOD: PM Peak Hour

DATE: THURSDAY 5/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	71	255	21	90	401	30	22	261	90	18	188	45	1,492
4:15 - 4:30	67	260	40	88	388	33	25	277	99	24	178	50	1,529
4:30 - 4:45	60	267	34	86	356	32	21	275	90	30	160	35	1,446
4:45 - 5:00	55	288	33	90	423	40	15	254	98	25	199	33	1,553
5:00 - 5:15	40	224	30	100	442	22	16	287	100	22	211	50	1,544
5:15 - 5:30	65	256	23	105	456	28	18	288	105	30	186	45	1,605
5:30 - 5:45	60	245	24	112	404	30	17	301	112	25	190	44	1,564
5:45 - 6:00	56	299	20	89	388	35	21	256	89	20	178	50	1,501

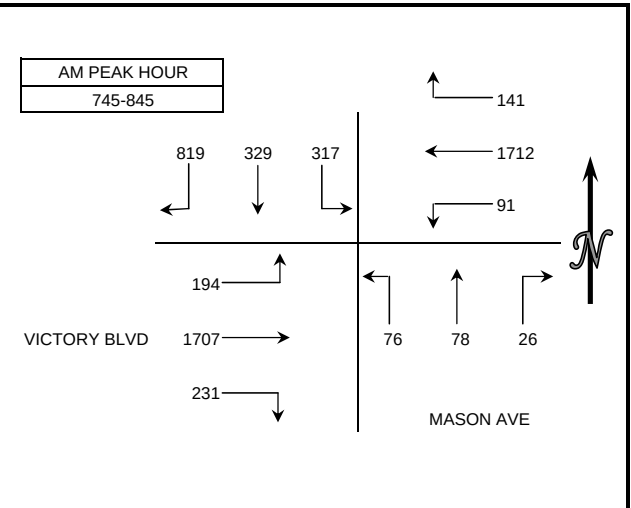
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	253	1,070	128	354	1,568	135	83	1,067	377	97	725	163	6,020
4:15 - 5:15	222	1,039	137	364	1,609	127	77	1,093	387	101	748	168	6,072
4:30 - 5:30	220	1,035	120	381	1,677	122	70	1,104	393	107	756	163	6,148
4:45 - 5:45	220	1,013	110	407	1,725	120	66	1,130	415	102	786	172	6,266 *
5:00 - 6:00	221	1,024	97	406	1,690	115	72	1,132	406	97	765	189	6,214



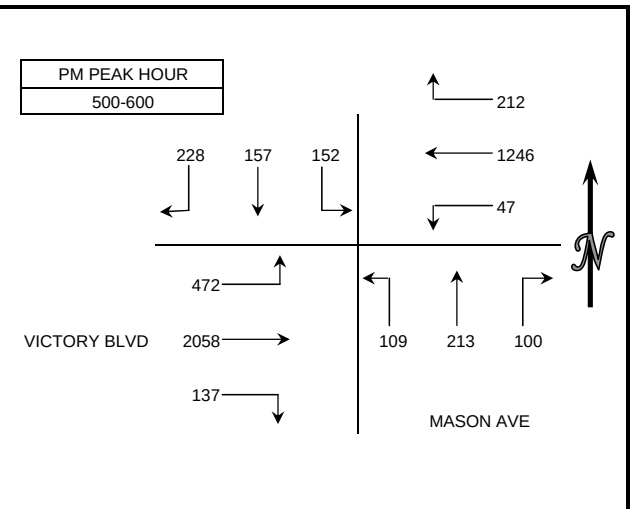
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WEST SAN FERNANDO VALLEY TRAFFIC COUNTS
 DATE: WEDNESDAY OCTOBER 17, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S MASON AVE
 E/W VICTORY BLVD
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	141	22	60	16	231	2	0	5	0	17	282	25	801
715-730	163	40	99	19	299	15	1	5	1	25	330	19	1016
730-745	160	111	93	24	349	16	6	11	7	55	372	20	1224
745-800	253	139	124	42	417	34	9	29	25	98	424	53	1647
800-815	171	88	74	33	366	27	7	20	16	55	428	75	1360
815-830	186	58	60	23	453	12	2	19	14	41	440	35	1343
830-845	209	44	59	43	476	18	8	10	21	37	415	31	1371
845-900	170	54	51	43	441	8	6	23	17	34	355	33	1235
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	717	312	376	101	1296	67	16	50	33	195	1408	117	4688
715-815	747	378	390	118	1431	92	23	65	49	233	1554	167	5247
730-830	770	396	351	122	1585	89	24	79	62	249	1664	183	5574
745-845	819	329	317	141	1712	91	26	78	76	231	1707	194	5721
800-900	736	244	244	142	1736	65	23	72	68	167	1638	174	5309



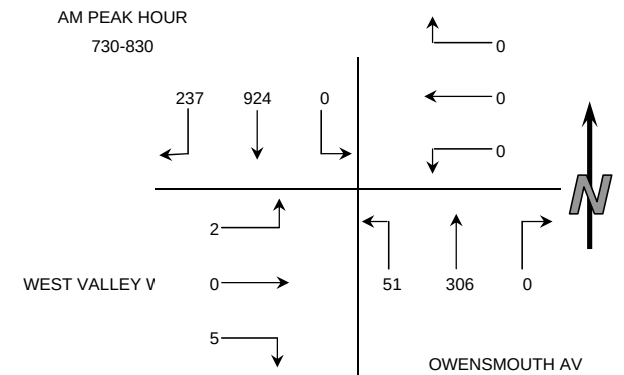
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	63	18	42	59	251	4	26	59	32	25	448	81	1108
415-430	44	13	32	49	251	3	20	48	18	16	450	74	1018
430-445	62	19	35	45	263	6	15	54	18	15	457	79	1068
445-500	43	23	31	44	253	12	21	32	21	13	499	119	1111
500-515	53	22	38	49	268	5	16	40	24	20	467	100	1102
515-530	62	37	37	54	321	13	28	50	31	30	578	128	1369
530-545	54	41	39	54	309	15	26	58	25	42	480	105	1248
545-600	59	57	38	55	348	14	30	65	29	45	533	139	1412
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	212	73	140	197	1018	25	82	193	89	69	1854	353	4305
415-515	202	77	136	187	1035	26	72	174	81	64	1873	372	4299
430-530	220	101	141	192	1105	36	80	176	94	78	2001	426	4650
445-545	212	123	145	201	1151	45	91	180	101	105	2024	452	4830
500-600	228	157	152	212	1246	47	100	213	109	137	2058	472	5131



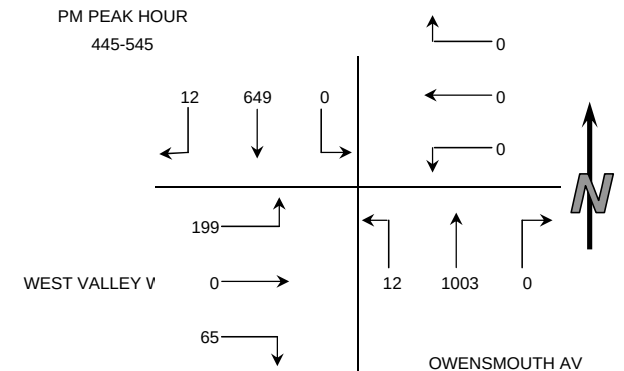
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

COUNTS BY: ACCUTEK
 PROJECT: WESTFIELD WEST VALLEY MIXED-USE DEVELOPMENT
 DATE: TUESDAY, NOVEMBER 27, 2007
 PERIODS: AM 7:00 TO 9:00
 PM 4:00 TO 6:00
 LOCATION NUMBER: 37
 INTERSECTION: N/S: OWENSMOUTH AV
 E/W: WEST VALLEY WY
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	45	133	0	0	0	0	0	44	3	1	0	1	227
715-730	34	160	0	0	0	0	0	52	6	2	0	1	255
730-745	48	194	0	0	0	0	0	77	8	2	0	1	330
745-800	79	235	0	0	0	0	0	85	8	0	0	1	408
800-815	68	264	0	0	0	0	0	83	18	1	0	0	434
815-830	42	231	0	0	0	0	0	61	17	2	0	0	353
830-845	36	209	0	0	0	0	0	69	4	1	0	1	320
845-900	29	193	0	0	0	0	0	71	6	3	0	0	302
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	206	722	0	0	0	0	0	258	25	5	0	4	1220
715-815	229	853	0	0	0	0	0	297	40	5	0	3	1427
730-830	237	924	0	0	0	0	0	306	51	5	0	2	1525
745-845	225	939	0	0	0	0	0	298	47	4	0	2	1515
800-900	175	897	0	0	0	0	0	284	45	7	0	1	1409



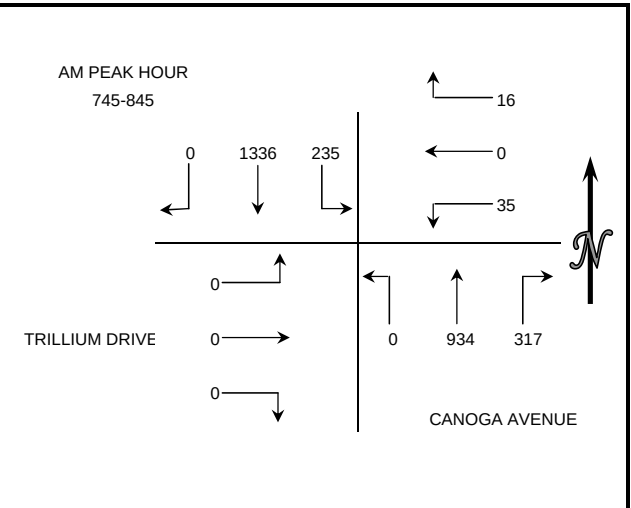
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	4	184	0	0	0	0	0	223	2	21	0	47	54
415-430	3	134	0	0	0	0	0	188	1	10	0	31	49
430-445	2	153	0	0	0	0	0	215	7	12	0	27	50
445-500	5	153	0	0	0	0	0	239	6	16	0	59	56
500-515	3	162	0	0	0	0	0	263	3	25	0	71	82
515-530	1	164	0	0	0	0	0	267	2	14	0	40	75
530-545	3	170	0	0	0	0	0	234	1	10	0	29	59
545-600	8	153	0	0	0	0	0	210	5	5	0	23	74
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	14	624	0	0	0	0	0	865	16	59	0	164	1742
415-515	13	602	0	0	0	0	0	905	17	63	0	188	1788
430-530	11	632	0	0	0	0	0	984	18	67	0	197	1909
445-545	12	649	0	0	0	0	0	1003	12	65	0	199	1940
500-600	15	649	0	0	0	0	0	974	11	54	0	163	1866



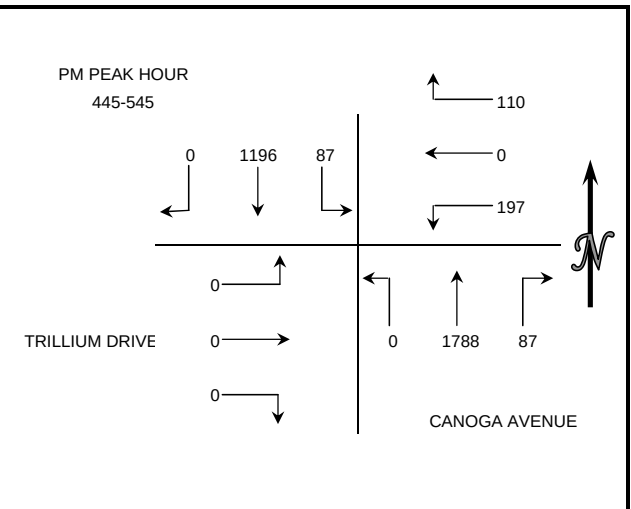
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY JANUARY 8, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S CANOGA AVENUE
 E/W TRILLIUM DRIVEWAY
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	266	28	3	0	5	37	138	0	0	0	0	477
715-730	0	272	21	6	0	3	49	197	0	0	0	0	548
730-745	0	320	36	3	0	2	57	201	0	0	0	0	619
745-800	0	344	53	3	0	5	83	259	0	0	0	0	747
800-815	0	364	45	2	0	11	79	240	0	0	0	0	741
815-830	0	316	69	5	0	12	87	234	0	0	0	0	723
830-845	0	312	68	6	0	7	68	201	0	0	0	0	662
845-900	0	293	49	4	0	7	65	185	0	0	0	0	603
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	1202	138	15	0	15	226	795	0	0	0	0	2391
715-815	0	1300	155	14	0	21	268	897	0	0	0	0	2655
730-830	0	1344	203	13	0	30	306	934	0	0	0	0	2830
745-845	0	1336	235	16	0	35	317	934	0	0	0	0	2873
800-900	0	1285	231	17	0	37	299	860	0	0	0	0	2729



15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	306	19	19	0	38	25	417	0	0	0	0	824
415-430	0	272	19	23	0	38	21	404	0	0	0	0	777
430-445	0	310	13	33	0	80	17	446	0	0	0	0	899
445-500	0	284	18	26	0	39	25	433	0	0	0	0	825
500-515	0	292	26	35	0	62	21	468	0	0	0	0	904
515-530	0	293	21	20	0	51	15	433	0	0	0	0	833
530-545	0	327	22	29	0	45	26	454	0	0	0	0	903
545-600	0	275	23	21	0	29	21	392	0	0	0	0	761
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	1172	69	101	0	195	88	1700	0	0	0	0	3325
415-515	0	1158	76	117	0	219	84	1751	0	0	0	0	3405
430-530	0	1179	78	114	0	232	78	1780	0	0	0	0	3461
445-545	0	1196	87	110	0	197	87	1788	0	0	0	0	3465
500-600	0	1187	92	105	0	187	83	1747	0	0	0	0	3401



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Shoup Ave

E/W STREET: Erwin St

PERIOD: AM Peak Hour

DATE: THURSDAY 5/17/2007

Prepared by: National Data & Surveying Services
Project # 07-2249-009



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	15	0	12	4	1	2	0	97	2	17	173	0	323
7:15 - 7:30	20	0	18	1	0	1	0	132	7	19	260	4	462
7:30 - 7:45	19	1	20	8	0	6	1	195	9	43	312	0	614
7:45 - 8:00	18	0	23	2	1	5	0	231	10	48	338	2	678
8:00 - 8:15	19	1	28	2	2	2	1	183	20	64	270	1	593
8:15 - 8:30	19	1	20	1	0	4	0	160	28	53	277	4	567
8:30 - 8:45	19	1	17	0	2	3	1	163	23	26	270	2	527
8:45 - 9:00	20	0	20	0	1	4	1	171	11	38	284	1	551

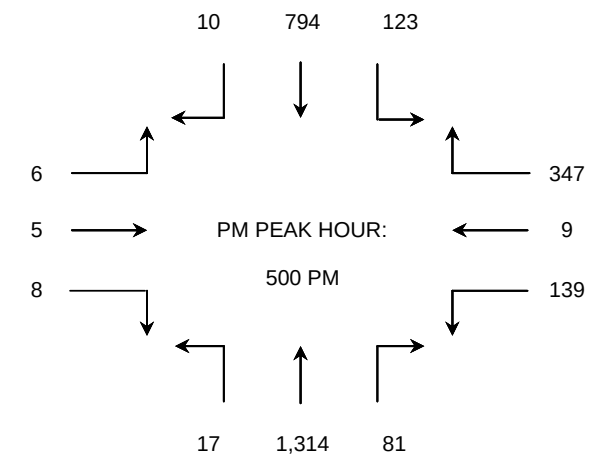
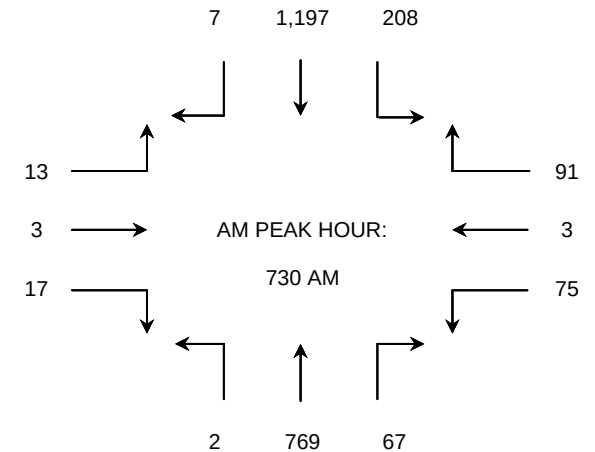
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	72	1	73	15	2	14	1	655	28	127	1,083	6	2,077
7:15 - 8:15	76	2	89	13	3	14	2	741	46	174	1,180	7	2,347
7:30 - 8:30	75	3	91	13	3	17	2	769	67	208	1,197	7	2,452 *
7:45 - 8:45	75	3	88	5	5	14	2	737	81	191	1,155	9	2,365
8:00 - 9:00	77	3	85	3	5	13	3	677	82	181	1,101	8	2,238

PERIOD: PM Peak Hour

DATE: THURSDAY 5/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	37	4	60	3	1	3	2	245	17	22	185	1	580
4:15 - 4:30	30	1	63	0	1	3	1	258	28	30	155	3	573
4:30 - 4:45	27	0	69	5	0	3	6	274	15	26	156	3	584
4:45 - 5:00	28	1	80	1	1	1	4	285	25	30	167	1	624
5:00 - 5:15	34	2	89	2	2	2	4	346	17	20	202	3	723
5:15 - 5:30	37	1	87	1	1	2	4	340	25	44	192	2	736
5:30 - 5:45	36	0	98	1	0	2	6	311	25	24	221	2	726
5:45 - 6:00	32	6	73	2	2	2	3	317	14	35	179	3	668

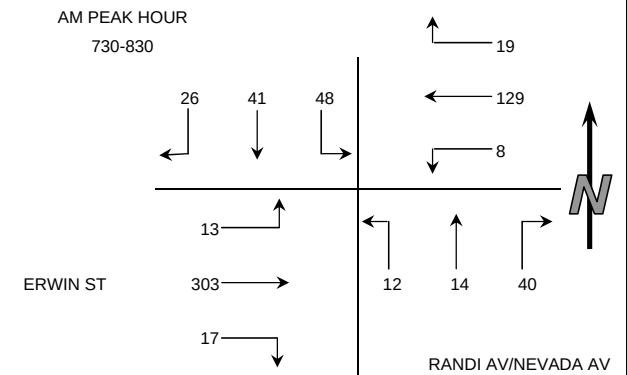
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	122	6	272	9	3	10	13	1,062	85	108	663	8	2,361
4:15 - 5:15	119	4	301	8	4	9	15	1,163	85	106	680	10	2,504
4:30 - 5:30	126	4	325	9	4	8	18	1,245	82	120	717	9	2,667
4:45 - 5:45	135	4	354	5	4	7	18	1,282	92	118	782	8	2,809
5:00 - 6:00	139	9	347	6	5	8	17	1,314	81	123	794	10	2,853 *



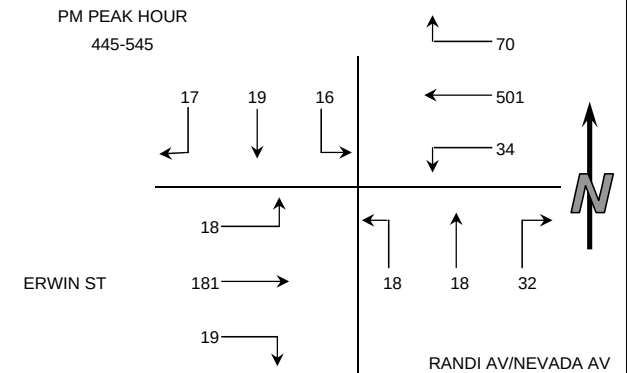
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

COUNTS BY: ACCUTEK
 PROJECT: WESTFIELD WEST VALLEY MIXED-USE DEVELOPMENT
 DATE: WEDNESDAY, NOVEMBER 28, 2007
 PERIODS: AM 7:00 TO 9:00
 PM 4:00 TO 6:00
 LOCATION NUMBER: 40
 INTERSECTION: N/S: RANDI AV/NEVADA AV
 E/W: ERWIN ST
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	3	4	3	2	13	1	6	0	0	4	29	1	66
715-730	6	8	10	2	14	1	14	3	1	4	41	1	105
730-745	7	12	13	6	30	3	12	1	3	5	75	3	170
745-800	8	9	15	4	41	2	9	6	4	2	79	3	182
800-815	7	8	14	7	32	1	9	5	2	3	81	4	173
815-830	4	12	6	2	26	2	10	2	3	7	68	3	145
830-845	5	8	10	6	36	6	6	2	4	9	46	2	140
845-900	4	8	15	4	30	2	3	0	4	7	37	3	117
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	24	33	41	14	98	7	41	10	8	15	224	8	523
715-815	28	37	52	19	117	7	44	15	10	14	276	11	630
730-830	26	41	48	19	129	8	40	14	12	17	303	13	670
745-845	24	37	45	19	135	11	34	15	13	21	274	12	640
800-900	20	36	45	19	124	11	28	9	13	26	232	12	575



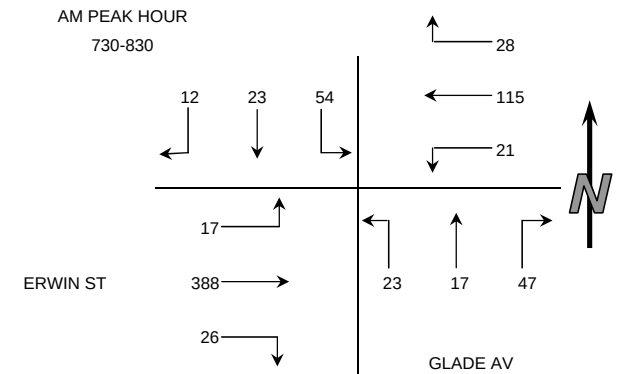
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	8	5	8	10	81	9	12	3	2	4	37	2	54
415-430	6	6	5	10	86	5	6	3	9	5	27	2	49
430-445	9	3	3	8	90	9	8	2	4	3	32	2	50
445-500	1	2	2	15	102	10	11	9	5	6	33	5	56
500-515	5	3	4	16	133	7	6	4	6	4	30	2	82
515-530	3	8	6	19	136	9	7	0	4	4	57	4	75
530-545	8	6	4	20	130	8	8	5	3	5	61	7	59
545-600	5	5	7	16	76	6	6	9	7	4	44	3	74
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	24	16	18	43	359	33	37	17	20	18	129	11	725
415-515	21	14	14	49	411	31	31	18	24	18	122	11	764
430-530	18	16	15	58	461	35	32	15	19	17	152	13	851
445-545	17	19	16	70	501	34	32	18	18	19	181	18	943
500-600	21	22	21	71	475	30	27	18	20	17	192	16	930



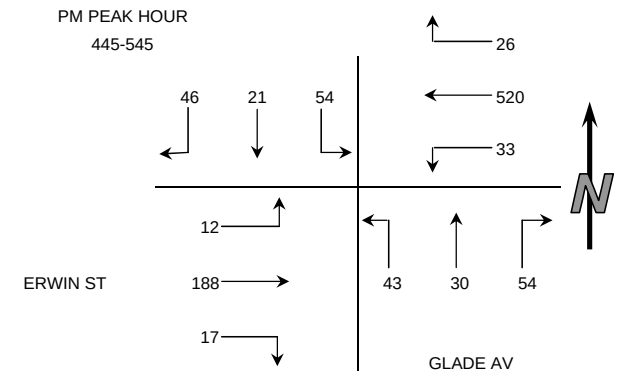
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

COUNTS BY: ACCUTEK
 PROJECT: WESTFIELD WEST VALLEY MIXED-USE DEVELOPMENT
 DATE: WEDNESDAY, NOVEMBER 28, 2007
 PERIODS: AM 7:00 TO 9:00
 PM 4:00 TO 6:00
 LOCATION NUMBER: 41
 INTERSECTION: N/S: GLADE AV
 E/W: ERWIN ST
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	1	4	5	2	11	4	13	3	4	1	42	6	96
715-730	2	3	10	4	14	2	13	4	1	1	69	3	126
730-745	6	3	12	5	27	4	7	5	1	5	99	4	178
745-800	2	6	11	5	41	5	12	3	7	6	98	4	200
800-815	3	9	18	11	22	7	13	4	10	5	108	4	214
815-830	1	5	13	7	25	5	15	5	5	10	83	5	179
830-845	3	4	10	10	37	3	15	10	4	3	59	2	160
845-900	3	3	10	11	22	3	13	4	4	4	53	7	137
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	11	16	38	16	93	15	45	15	13	13	308	17	600
715-815	13	21	51	25	104	18	45	16	19	17	374	15	718
730-830	12	23	54	28	115	21	47	17	23	26	388	17	771
745-845	9	24	52	33	125	20	55	22	26	24	348	15	753
800-900	10	21	51	39	106	18	56	23	23	22	303	18	690



15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	5	8	9	3	97	13	18	7	4	6	46	6	54
415-430	7	2	8	6	94	7	10	6	3	6	34	1	49
430-445	8	5	9	3	96	6	12	4	9	3	40	2	50
445-500	7	4	12	5	107	7	12	9	11	3	40	3	56
500-515	15	6	21	7	138	7	18	8	8	4	33	1	82
515-530	13	2	11	4	140	5	14	8	8	2	57	2	75
530-545	11	9	10	10	135	14	10	5	16	8	58	6	59
545-600	9	9	13	8	83	7	12	10	8	4	48	4	74
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	27	19	38	17	394	33	52	26	27	18	160	12	823
415-515	37	17	50	21	435	27	52	27	31	16	147	7	867
430-530	43	17	53	19	481	25	56	29	36	12	170	8	949
445-545	46	21	54	26	520	33	54	30	43	17	188	12	1044
500-600	48	26	55	29	496	33	54	31	40	18	196	13	1039



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN AND ASSOCIATES
PROJECT: WESTFIELD WEST VALLEY II
DATE: TUESDAY, JUNE 05, 2007
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S TOPANGA CANYON BOULEVARD
E/W ERWIN STREET
FILE NUMBER: 25-AM CAR

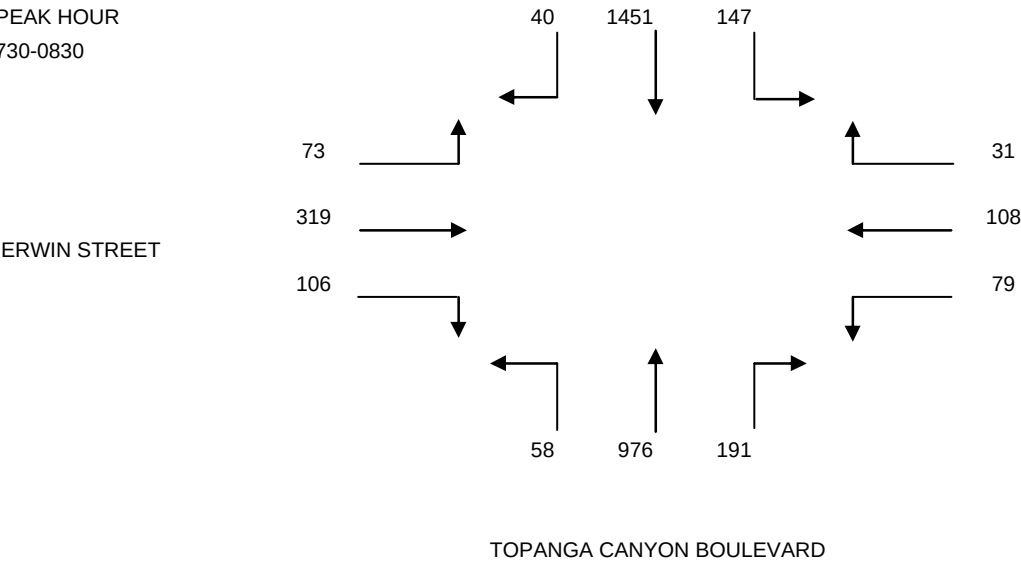
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

700-715	7	317	27	10	21	16	20	194	8	18	34	7
715-730	6	334	36	10	16	18	21	214	12	29	45	13
730-745	11	349	44	8	19	14	33	234	10	24	65	16
745-800	14	369	36	10	28	19	53	266	14	34	89	24
800-815	10	380	37	7	34	26	48	251	19	23	86	17
815-830	5	353	30	6	27	20	57	225	15	25	79	16
830-845	4	322	33	7	37	18	30	219	16	19	57	11
845-900	4	368	29	10	23	12	25	240	26	25	69	15

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

700-800	38	1369	143	38	84	67	127	908	44	105	233	60	3216
715-815	41	1432	153	35	97	77	155	965	55	110	285	70	3475
730-830	40	1451	147	31	108	79	191	976	58	106	319	73	3579
745-845	33	1424	136	30	126	83	188	961	64	101	311	68	3525
800-900	23	1423	129	30	121	76	160	935	76	92	291	59	3415

A.M. PEAK HOUR
0730-0830



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN AND ASSOCIATES
 PROJECT: WESTFIELD WEST VALLEY II
 DATE: TUESDAY, JUNE 05, 2007
 PERIOD: 04:00 PM TO 06:00 PM
 INTERSECTION: N/S TOPANGA CANYON BOULEVARD
 E/W ERWIN STREET
 FILE NUMBER: 25-PM

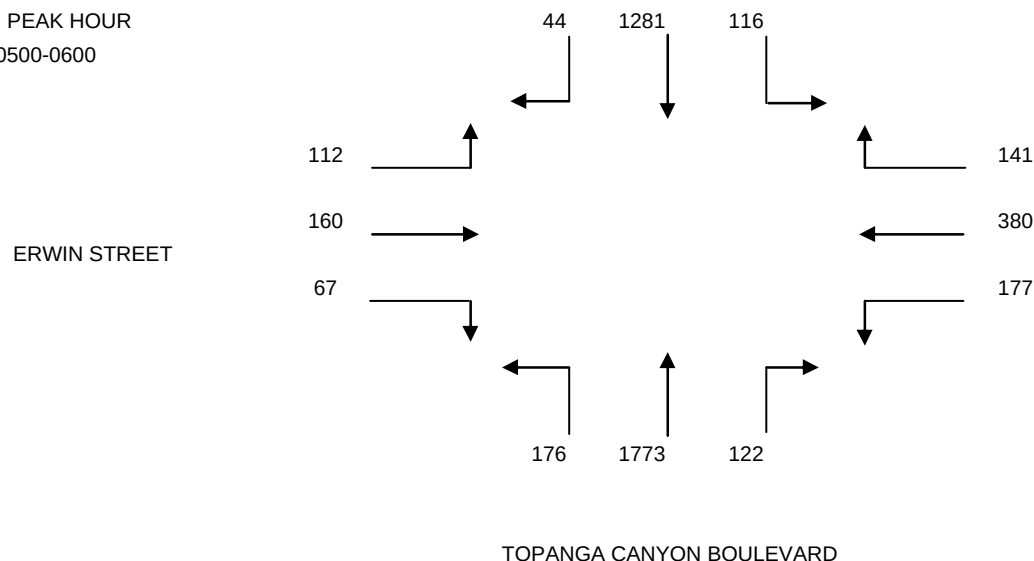
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

400-415	16	291	31	42	63	50	34	459	41	19	45	28
415-430	13	314	35	40	82	59	34	423	42	16	44	27
430-445	12	305	34	31	78	39	32	410	47	20	44	20
445-500	16	336	35	27	87	30	22	430	52	16	38	31
500-515	14	336	29	39	107	45	28	446	47	15	35	37
515-530	9	323	28	38	104	58	34	429	42	21	41	25
530-545	11	295	27	38	92	42	31	440	34	15	39	27
545-600	10	327	32	26	77	32	29	458	53	16	45	23

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

400-500	57	1246	135	140	310	178	122	1722	182	71	171	106	4440
415-515	55	1291	133	137	354	173	116	1709	188	67	161	115	4499
430-530	51	1300	126	135	376	172	116	1715	188	72	158	113	4522
445-545	50	1290	119	142	390	175	115	1745	175	67	153	120	4541
500-600	44	1281	116	141	380	177	122	1773	176	67	160	112	4549

P.M. PEAK HOUR
 0500-0600



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: OWENSMOUTH AVENUE

E/W STREET: ERWIN STREET

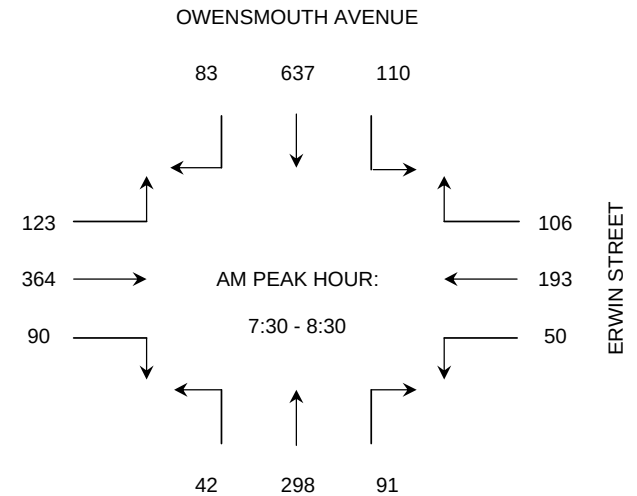
PERIOD: AM PEAK HOUR

DATE: WEDNESDAY MAY 30, 2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	3	22	18	19	39	10	5	44	15	21	66	20	282
7:15 - 7:30	5	32	22	20	56	17	1	24	11	31	81	17	317
7:30 - 7:45	7	41	24	31	88	24	4	69	24	35	112	22	481
7:45 - 8:00	12	50	32	36	114	25	18	73	25	30	164	24	603
8:00 - 8:15	18	55	31	32	90	21	9	87	23	24	177	20	587
8:15 - 8:30	13	47	19	24	72	20	11	69	19	21	184	17	516
8:30 - 8:45	7	34	21	19	51	17	7	72	5	12	118	15	378
8:45 - 9:00	4	33	25	28	70	5	5	52	3	18	121	14	378

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	27	145	96	106	297	76	28	210	75	117	423	83	1,683
7:15 - 8:15	42	178	109	119	348	87	32	253	83	120	534	83	1,988
7:30 - 8:30	50	193	106	123	364	90	42	298	91	110	637	83	2,187 *
7:45 - 8:45	50	186	103	111	327	83	45	301	72	87	643	76	2,084
8:00 - 9:00	42	169	96	103	283	63	32	280	50	75	600	66	1,859

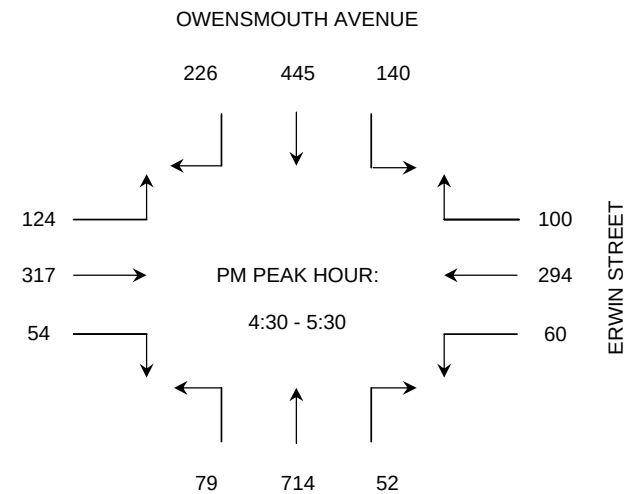


PERIOD: PM PEAK HOUR

DATE: WEDNESDAY MAY 30, 2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	9	72	23	25	63	17	12	114	9	33	132	37	546
4:15 - 4:30	10	68	25	20	86	10	20	162	10	30	125	43	609
4:30 - 4:45	11	66	21	24	81	15	23	184	11	31	122	50	639
4:45 - 5:00	15	72	21	30	75	11	22	179	12	37	110	57	641
5:00 - 5:15	20	81	31	39	84	18	19	181	14	51	89	77	704
5:15 - 5:30	14	75	27	31	77	10	15	170	15	21	124	42	621
5:30 - 5:45	12	69	25	24	65	16	9	157	7	24	120	37	565
5:45 - 6:00	9	71	21	28	54	17	10	153	8	10	115	41	537

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	45	278	90	99	305	53	77	639	42	131	489	187	2,435
4:15 - 5:15	56	287	98	113	326	54	84	706	47	149	446	227	2,593
4:30 - 5:30	60	294	100	124	317	54	79	714	52	140	445	226	2,605 *
4:45 - 5:45	61	297	104	124	301	55	65	687	48	133	443	213	2,531
5:00 - 6:00	55	296	104	122	280	61	53	661	44	106	448	197	2,427



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

TUESDAY, JUNE 05, 2007

PERIOD:

07:00 AM TO 09:00 AM

INTERSECTION:

N/S

CANOGA AVENUE

E/W

ERWIN STREET

FILE NUMBER:

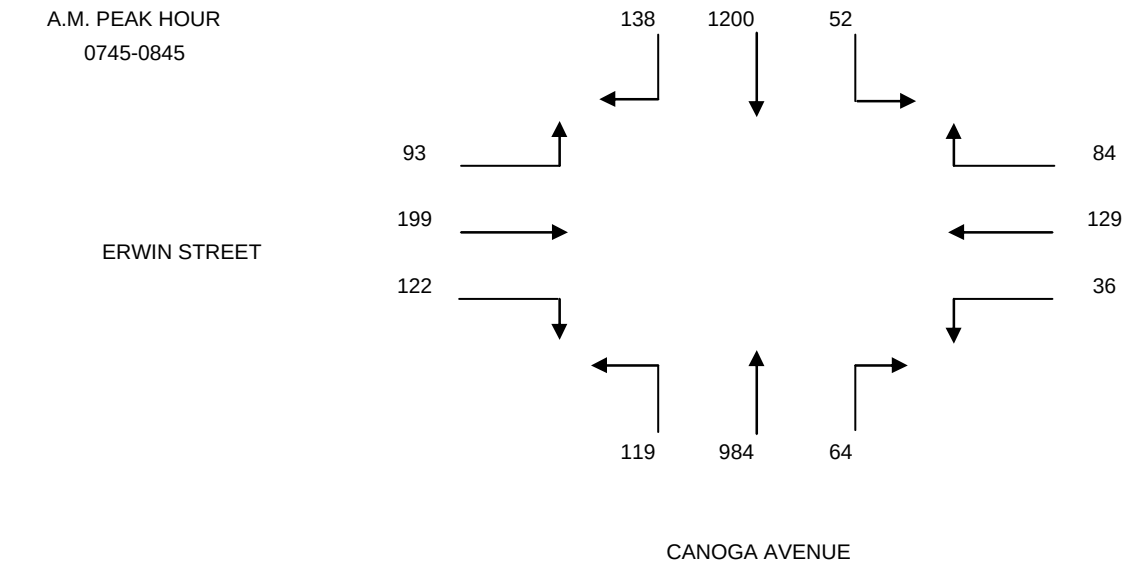
27-AM CAR

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

700-715	26	265	9	9	10	6	10	202	23	24	12	14
715-730	20	285	8	10	19	9	7	221	20	35	22	18
730-745	34	297	15	10	30	12	10	250	29	39	38	15
745-800	35	318	12	16	22	10	13	238	25	34	43	23
800-815	35	277	19	20	30	7	19	255	39	35	55	22
815-830	31	312	11	22	44	10	15	235	22	29	53	23
830-845	37	293	10	26	33	9	17	256	33	24	48	25
845-900	27	279	7	33	35	8	19	211	31	30	36	18

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

700-800	115	1165	44	45	81	37	40	911	97	132	115	70	2852
715-815	124	1177	54	56	101	38	49	964	113	143	158	78	3055
730-830	135	1204	57	68	126	39	57	978	115	137	189	83	3188
745-845	138	1200	52	84	129	36	64	984	119	122	199	93	3220
800-900	130	1161	47	101	142	34	70	957	125	118	192	88	3165



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

TUESDAY, JUNE 05, 2007

PERIOD:

04:00 PM TO 06:00 PM

INTERSECTION:

N/S

CANOGA AVENUE

E/W

ERWIN STREET

FILE NUMBER:

27-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

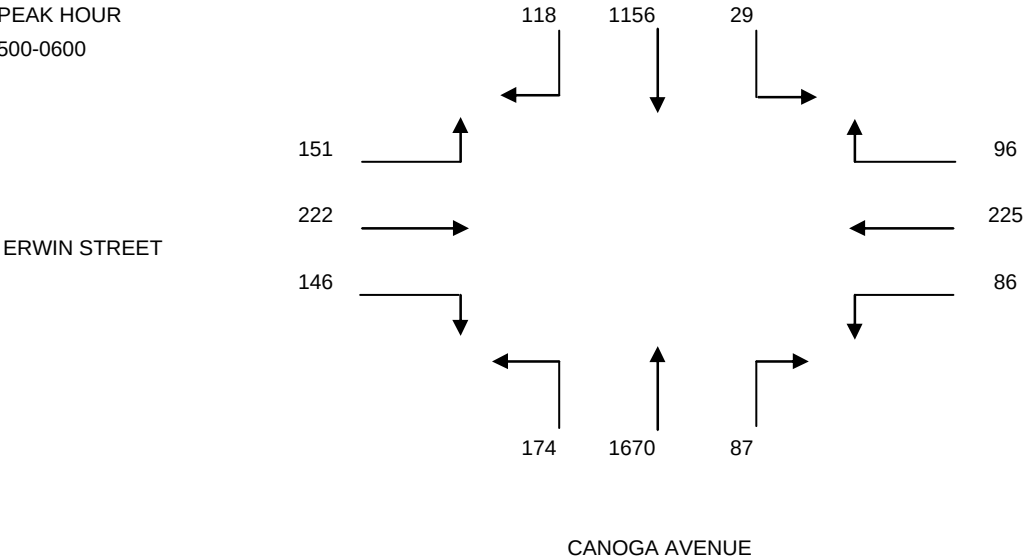
400-415	34	246	8	12	37	17	19	381	39	55	52	23
415-430	29	284	7	13	42	13	18	390	33	41	40	39
430-445	26	271	10	15	45	19	24	417	39	46	48	49
445-500	25	280	13	15	38	13	24	396	46	32	59	37
500-515	29	269	8	21	56	19	23	414	43	42	64	48
515-530	40	292	7	31	67	22	20	433	45	33	58	34
530-545	27	309	5	26	61	24	26	422	38	28	52	36
545-600	22	286	9	18	41	21	18	401	48	43	48	33

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

400-500	114	1081	38	55	162	62	85	1584	157	174	199	148	3859
415-515	109	1104	38	64	181	64	89	1617	161	161	211	173	3972
430-530	120	1112	38	82	206	73	91	1660	173	153	229	168	4105
445-545	121	1150	33	93	222	78	93	1665	172	135	233	155	4150
500-600	118	1156	29	96	225	86	87	1670	174	146	222	151	4160

P.M. PEAK HOUR

0500-0600



THE TRAFFIC SOLUTION

329 DIAMOND STREET

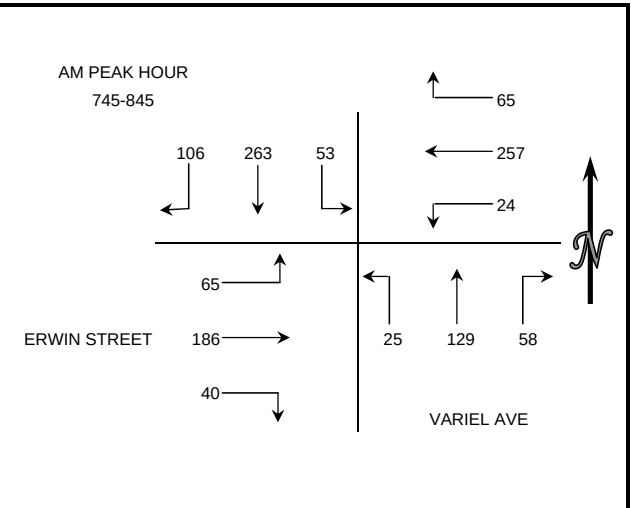
ARCADIA, CALIFORNIA 91006

626.446.7978

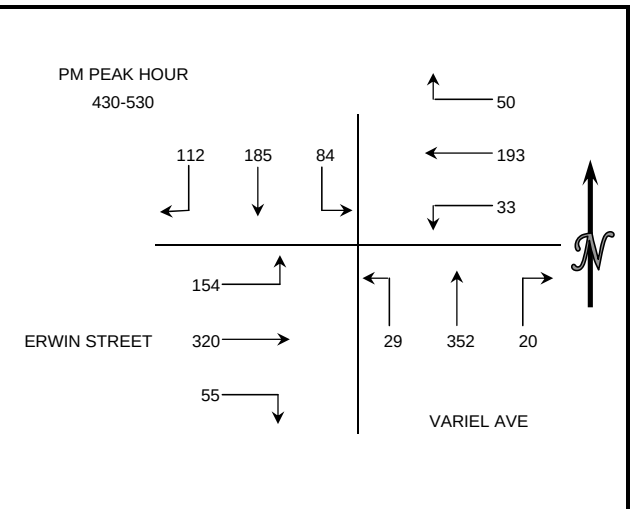
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY DECEMBER 11, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VARIEL AVENUE
 E/W ERWIN STREET
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	26	38	6	18	34	6	2	12	5	1	20	11	179
715-730	20	40	3	20	46	7	3	24	3	8	29	6	209
730-745	20	46	14	13	33	13	11	22	3	13	40	10	238
745-800	23	79	16	14	50	4	14	32	5	11	65	10	323
800-815	29	53	10	20	83	11	28	46	6	11	53	23	373
815-830	32	57	14	15	50	5	11	27	4	10	45	19	289
830-845	22	74	13	16	74	4	5	24	10	8	23	13	286
845-900	26	56	11	16	54	6	5	30	5	15	26	12	262
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	89	203	39	65	163	30	30	90	16	33	154	37	949
715-815	92	218	43	67	212	35	56	124	17	43	187	49	1143
730-830	104	235	54	62	216	33	64	127	18	45	203	62	1223
745-845	106	263	53	65	257	24	58	129	25	40	186	65	1271
800-900	109	240	48	67	261	26	49	127	25	44	147	67	1210



15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	22	42	30	21	36	4	12	70	6	14	69	34	360
415-430	20	35	14	20	44	3	1	69	7	12	62	38	325
430-445	25	52	25	10	41	6	7	95	9	9	73	35	387
445-500	28	48	20	9	45	8	4	81	5	14	75	40	377
500-515	33	40	18	19	62	10	7	99	7	21	91	35	442
515-530	26	45	21	12	45	9	2	77	8	11	81	44	381
530-545	19	40	13	19	39	6	6	87	8	11	72	50	370
545-600	18	47	16	16	41	1	6	64	6	6	49	35	305
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	95	177	89	60	166	21	24	315	27	49	279	147	1449
415-515	106	175	77	58	192	27	19	344	28	56	301	148	1531
430-530	112	185	84	50	193	33	20	352	29	55	320	154	1587
445-545	106	173	72	59	191	33	19	344	28	57	319	169	1570
500-600	96	172	68	66	187	26	21	327	29	49	293	164	1498



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: DE SOTO AVENUE

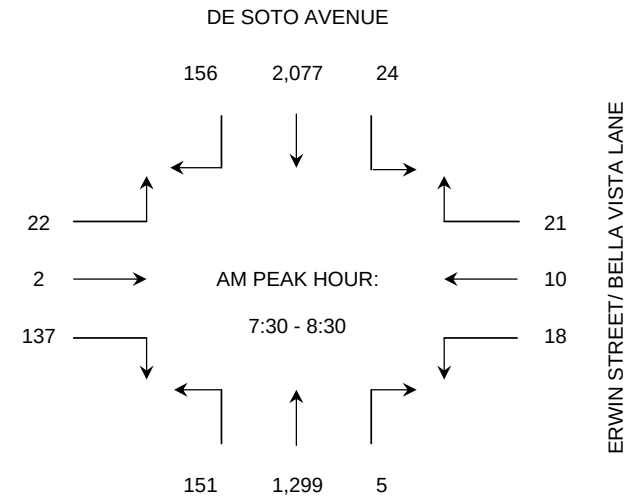
E/W STREET: ERWIN STREET/ BELLA VISTA LANE

PERIOD: AM PEAK HOUR

DATE: TUESDAY June 5, 2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	6	0	10	10	0	12	42	141	2	3	421	45	692
7:15 - 7:30	2	2	7	6	0	20	32	321	2	2	391	39	824
7:30 - 7:45	3	3	6	9	0	27	28	330	1	3	536	31	977
7:45 - 8:00	4	1	6	4	0	32	35	328	1	3	485	44	943
8:00 - 8:15	5	2	4	4	0	36	40	319	1	8	470	42	931
8:15 - 8:30	6	4	5	5	2	42	48	322	2	10	586	39	1,071
8:30 - 8:45	2	2	4	12	0	36	57	176	0	3	464	36	792
8:45 - 9:00	3	3	3	8	0	40	51	202	1	2	490	31	834

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	15	6	29	29	0	91	137	1,120	6	11	1,833	159	3,436
7:15 - 8:15	14	8	23	23	0	115	135	1,298	5	16	1,882	156	3,675
7:30 - 8:30	18	10	21	22	2	137	151	1,299	5	24	2,077	156	3,922 *
7:45 - 8:45	17	9	19	25	2	146	180	1,145	4	24	2,005	161	3,737
8:00 - 9:00	16	11	16	29	2	154	196	1,019	4	23	2,010	148	3,628

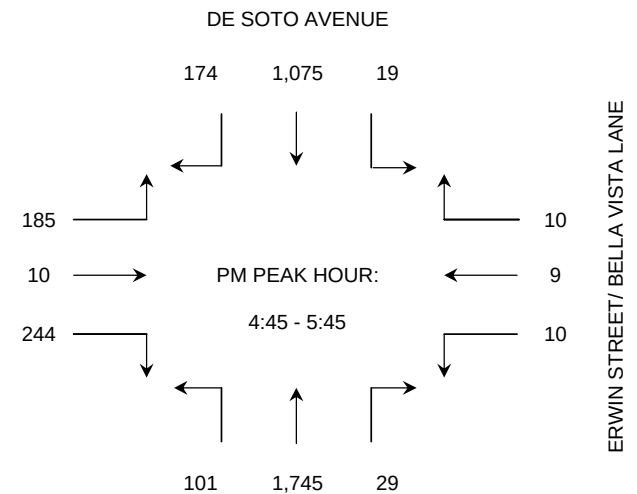


PERIOD: PM PEAK HOUR

DATE: TUESDAY June 5, 2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	1	0	1	40	1	54	30	427	5	4	273	37	873
4:15 - 4:30	2	0	1	46	3	51	29	408	5	3	365	46	959
4:30 - 4:45	1	1	2	39	2	50	40	358	6	4	254	31	788
4:45 - 5:00	3	3	2	48	0	53	28	465	10	6	264	45	927
5:00 - 5:15	2	1	3	49	6	74	15	382	7	3	271	46	859
5:15 - 5:30	2	3	3	56	3	61	30	477	7	5	225	44	916
5:30 - 5:45	3	2	2	32	1	56	28	421	5	5	315	39	909
5:45 - 6:00	3	3	3	25	2	37	29	428	5	6	279	32	852

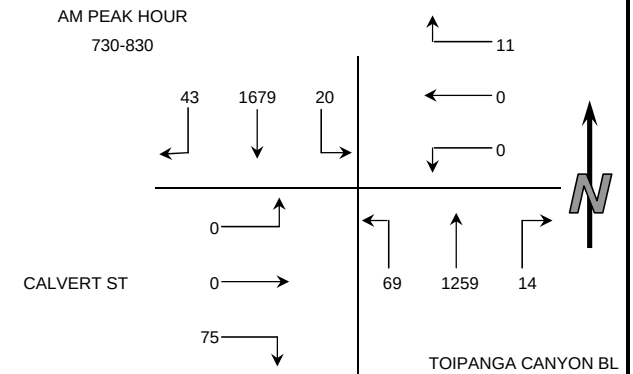
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	7	4	6	173	6	208	127	1,658	26	17	1,156	159	3,547
4:15 - 5:15	8	5	8	182	11	228	112	1,613	28	16	1,154	168	3,533
4:30 - 5:30	8	8	10	192	11	238	113	1,682	30	18	1,014	166	3,490
4:45 - 5:45	10	9	10	185	10	244	101	1,745	29	19	1,075	174	3,611 *
5:00 - 6:00	10	9	11	162	12	228	102	1,708	24	19	1,090	161	3,536



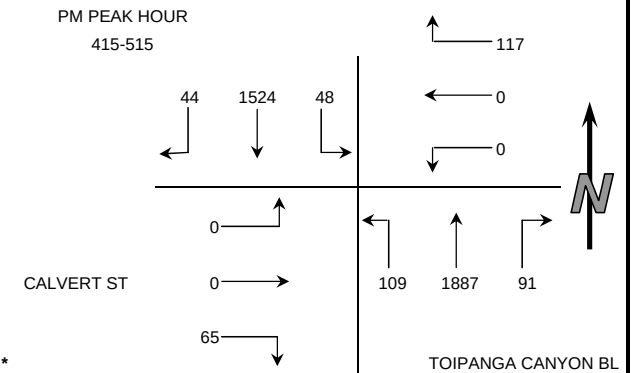
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

COUNTS BY: ACCUTEK
 PROJECT: WESTFIELD WEST VALLEY MIXED-USE DEVELOPMENT
 DATE: WEDNESDAY, NOVEMBER 28, 2007
 PERIODS: AM 7:00 TO 9:00
 PM 4:00 TO 6:00
 LOCATION NUMBER: 47
 INTERSECTION: N/S: TOIPANGA CANYON BL
 E/W: CALVERT ST
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	8	335	2	0	0	0	1	168	9	10	0	0	533
715-730	11	407	1	2	0	0	1	270	14	13	0	0	719
730-745	14	393	1	2	0	0	4	286	15	15	0	0	730
745-800	7	465	4	2	0	0	2	342	15	19	0	0	856
800-815	13	396	8	4	0	0	2	335	19	26	0	0	803
815-830	9	425	7	3	0	0	6	296	20	15	0	0	781
830-845	10	384	6	3	0	0	4	264	13	24	0	0	708
845-900	13	423	5	1	0	0	4	276	18	12	0	0	752
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	40	1600	8	6	0	0	8	1066	53	57	0	0	2838
715-815	45	1661	14	10	0	0	9	1233	63	73	0	0	3108
730-830	43	1679	20	11	0	0	14	1259	69	75	0	0	3170
745-845	39	1670	25	12	0	0	14	1237	67	84	0	0	3148
800-900	45	1628	26	11	0	0	16	1171	70	77	0	0	3044



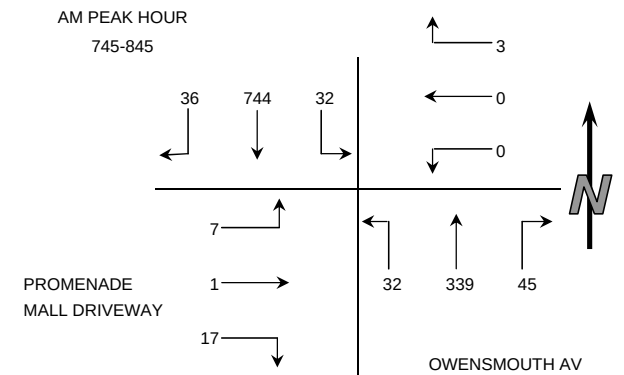
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	13	355	24	34	0	0	22	424	23	24	0	0	54
415-430	7	363	9	31	0	0	26	490	37	16	0	0	49
430-445	10	380	11	28	0	0	18	433	24	16	0	0	50
445-500	15	368	12	21	0	0	22	492	25	17	0	0	56
500-515	12	413	16	37	0	0	25	472	23	16	0	0	82
515-530	8	338	17	20	0	0	26	485	29	12	0	0	75
530-545	12	341	19	27	0	0	22	448	41	21	0	0	59
545-600	10	310	17	23	0	0	25	439	37	15	0	0	74
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	45	1466	56	114	0	0	88	1839	109	73	0	0	3790
415-515	44	1524	48	117	0	0	91	1887	109	65	0	0	3885
430-530	45	1499	56	106	0	0	91	1882	101	61	0	0	3841
445-545	47	1460	64	105	0	0	95	1897	118	66	0	0	3852
500-600	42	1402	69	107	0	0	98	1844	130	64	0	0	3756



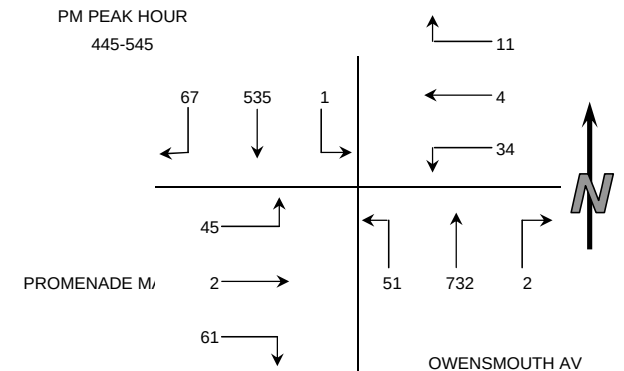
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

COUNTS BY: ACCUTEK
 PROJECT: WESTFIELD WEST VALLEY MIXED-USE DEVELOPMENT
 DATE: TUESDAY, NOVEMBER 27, 2007
 PERIODS: AM 7:00 TO 9:00
 PM 4:00 TO 6:00
 LOCATION NUMBER: 48
 INTERSECTION: N/S: OWENSMOUTH AV
 E/W: PROMENADE MALL DRIVEWAY
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	104	8	1	0	1	9	49	3	3	0	0	178
715-730	5	111	11	1	0	0	8	44	2	5	0	3	190
730-745	3	161	7	1	0	0	9	87	8	4	1	3	284
745-800	11	183	8	0	0	0	14	102	5	7	0	0	330
800-815	9	209	13	0	0	0	12	94	6	5	0	5	353
815-830	8	166	9	3	0	0	14	69	12	4	0	0	285
830-845	8	186	2	0	0	0	5	74	9	1	1	2	288
845-900	12	165	3	0	0	0	17	67	8	3	0	4	279
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	19	559	34	3	0	1	40	282	18	19	1	6	982
715-815	28	664	39	2	0	0	43	327	21	21	1	11	1157
730-830	31	719	37	4	0	0	49	352	31	20	1	8	1252
745-845	36	744	32	3	0	0	45	339	32	17	1	7	1256
800-900	37	726	27	3	0	0	48	304	35	13	1	11	1205



15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	27	152	3	2	2	10	0	146	9	8	1	19	54
415-430	11	103	2	5	0	4	1	106	10	7	0	9	49
430-445	20	125	0	2	2	9	0	165	9	11	0	10	50
445-500	29	137	0	3	0	7	1	151	12	10	0	10	56
500-515	8	138	0	1	2	10	0	191	11	17	0	13	82
515-530	14	141	1	4	2	13	1	208	17	12	1	7	75
530-545	16	119	0	3	0	4	0	182	11	22	1	15	59
545-600	19	110	1	4	0	10	0	150	20	11	0	12	74
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	87	517	5	12	4	30	2	568	40	36	1	48	1350
415-515	68	503	2	11	4	30	2	613	42	45	0	42	1362
430-530	71	541	1	10	6	39	2	715	49	50	1	40	1525
445-545	67	535	1	11	4	34	2	732	51	61	2	45	1545
500-600	57	508	2	12	4	37	1	731	59	62	2	47	1522



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Shoup Ave

E/W STREET: Oxnard St

PERIOD: AM Peak Hour

DATE: WEDNESDAY 5/16/2007

Prepared by: National Data & Surveying Services
Project # 07-2249-010



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	10	206	10	7	69	7	8	98	5	8	176	5	609
7:15 - 7:30	22	253	22	8	114	6	12	75	7	16	200	12	747
7:30 - 7:45	30	304	39	8	149	14	13	87	15	12	221	23	915
7:45 - 8:00	30	325	34	13	184	23	23	155	11	38	230	34	1,100
8:00 - 8:15	34	319	45	13	177	18	17	180	8	23	241	29	1,104
8:15 - 8:30	25	259	49	20	133	14	24	194	19	29	226	51	1,043
8:30 - 8:45	22	254	44	11	133	12	25	175	12	32	221	51	992
8:45 - 9:00	22	222	41	22	135	15	21	166	8	31	241	64	988

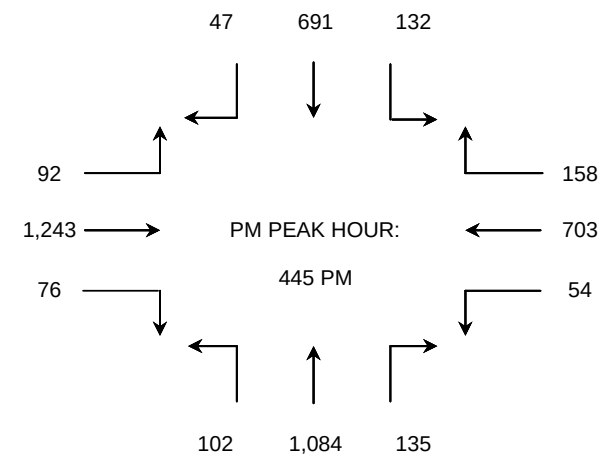
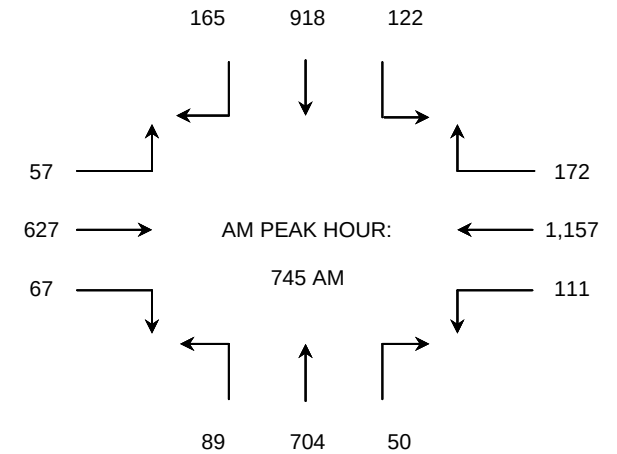
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	92	1,088	105	36	516	50	56	415	38	74	827	74	3,371
7:15 - 8:15	116	1,201	140	42	624	61	65	497	41	89	892	98	3,866
7:30 - 8:30	119	1,207	167	54	643	69	77	616	53	102	918	137	4,162
7:45 - 8:45	111	1,157	172	57	627	67	89	704	50	122	918	165	4,239 *
8:00 - 9:00	103	1,054	179	66	578	59	87	715	47	115	929	195	4,127

PERIOD: PM Peak Hour

DATE: WEDNESDAY 5/16/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	19	155	42	29	234	14	15	197	34	34	124	13	910
4:15 - 4:30	14	145	34	29	237	16	12	227	27	34	158	23	956
4:30 - 4:45	15	128	36	23	270	16	22	244	32	36	166	18	1,006
4:45 - 5:00	12	168	26	13	293	15	24	268	28	28	171	11	1,057
5:00 - 5:15	14	175	53	25	337	15	21	285	42	39	172	3	1,181
5:15 - 5:30	10	191	36	27	309	27	27	273	32	34	178	18	1,162
5:30 - 5:45	18	169	43	27	304	19	30	258	33	31	170	15	1,117
5:45 - 6:00	14	147	28	22	268	24	13	270	38	15	160	10	1,009

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	60	596	138	94	1,034	61	73	936	121	132	619	65	3,929
4:15 - 5:15	55	616	149	90	1,137	62	79	1,024	129	137	667	55	4,200
4:30 - 5:30	51	662	151	88	1,209	73	94	1,070	134	137	687	50	4,406
4:45 - 5:45	54	703	158	92	1,243	76	102	1,084	135	132	691	47	4,517 *
5:00 - 6:00	56	682	160	101	1,218	85	91	1,086	145	119	680	46	4,469



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN AND ASSOCIATES
 PROJECT: WESTFIELD WEST VALLEY II
 DATE: TUESDAY, JUNE 05, 2007
 PERIOD: 07:00 AM TO 09:00 AM
 INTERSECTION: N/S TOPANGA CANYON BOULEVARD
 E/W OXNARD STREET
 FILE NUMBER: 30-AM CAR

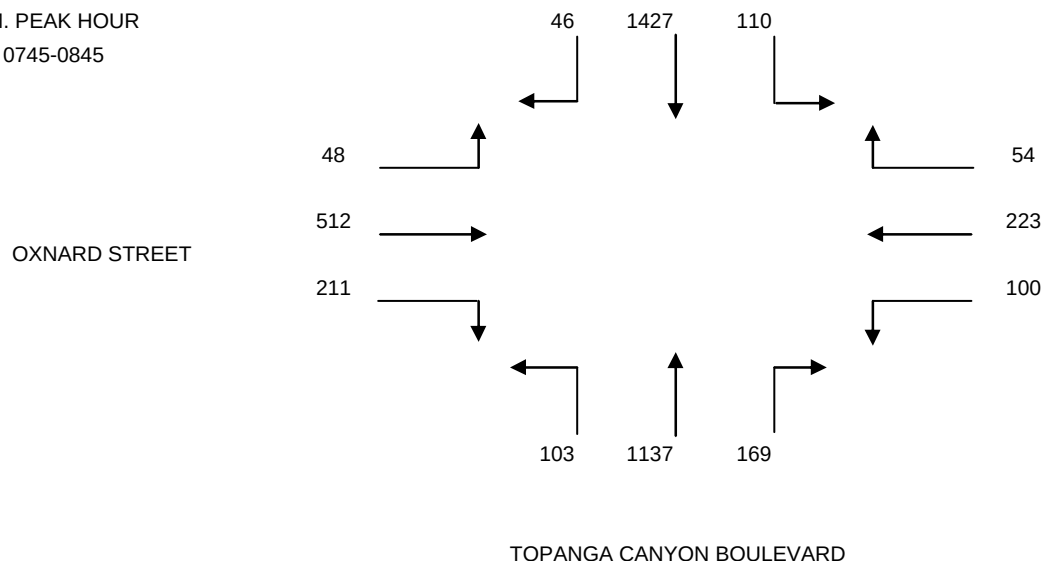
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

700-715	5	330	9	5	22	20	19	214	10	36	84	8
715-730	4	352	13	6	32	31	24	253	11	44	102	10
730-745	6	361	20	10	44	23	23	275	18	60	129	8
745-800	9	378	36	19	69	36	48	298	27	55	142	12
800-815	10	352	20	14	43	23	42	267	28	60	137	16
815-830	13	370	21	10	51	19	32	294	25	50	121	10
830-845	14	327	33	11	60	22	47	278	23	46	112	10
845-900	11	349	30	19	53	20	42	261	21	44	105	8

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	

700-800	24	1421	78	40	167	110	114	1040	66	195	457	38	3750
715-815	29	1443	89	49	188	113	137	1093	84	219	510	46	4000
730-830	38	1461	97	53	207	101	145	1134	98	225	529	46	4134
745-845	46	1427	110	54	223	100	169	1137	103	211	512	48	4140
800-900	48	1398	104	54	207	84	163	1100	97	200	475	44	3974

A.M. PEAK HOUR
 0745-0845



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

TUESDAY, JUNE 05, 2007

PERIOD:

04:00 PM TO 06:00 PM

INTERSECTION:

N/S TOPANGA CANYON BOULEVARD

E/W OXNARD STREET

FILE NUMBER:

30-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

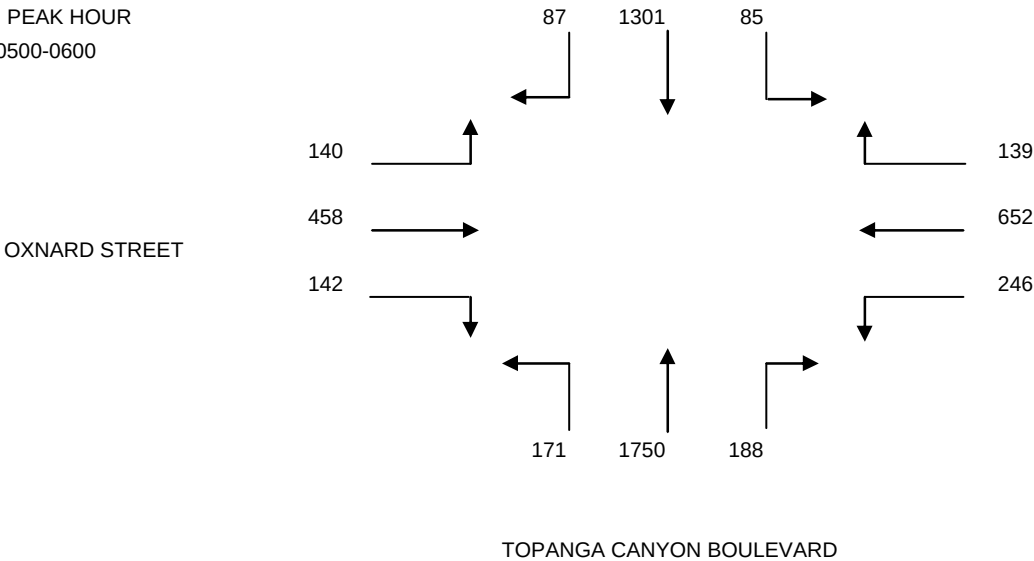
400-415	9	298	27	35	100	67	31	427	39	29	105	19
415-430	14	319	23	32	114	58	22	462	32	30	109	17
430-445	14	301	27	23	99	76	31	454	46	43	106	19
445-500	24	366	35	29	106	65	56	434	37	56	84	17
500-515	19	308	31	21	132	54	50	423	27	41	106	25
515-530	15	331	20	35	152	60	48	442	39	38	125	44
530-545	25	310	18	39	189	70	42	465	57	37	117	33
545-600	28	352	16	44	179	62	48	420	48	26	110	38

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

400-500	61	1284	112	119	419	266	140	1777	154	158	404	72	4966
415-515	71	1294	116	105	451	253	159	1773	142	170	405	78	5017
430-530	72	1306	113	108	489	255	185	1753	149	178	421	105	5134
445-545	83	1315	104	124	579	249	196	1764	160	172	432	119	5297
500-600	87	1301	85	139	652	246	188	1750	171	142	458	140	5359

P.M. PEAK HOUR

0500-0600



THE TRAFFIC SOLUTION

329 DIAMOND STREET

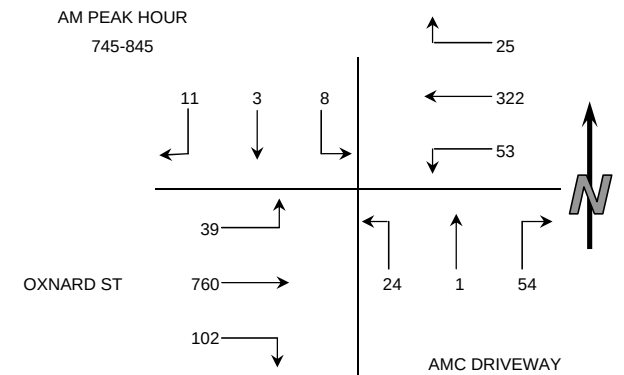
ARCADIA, CALIFORNIA 91006

626.446.7978

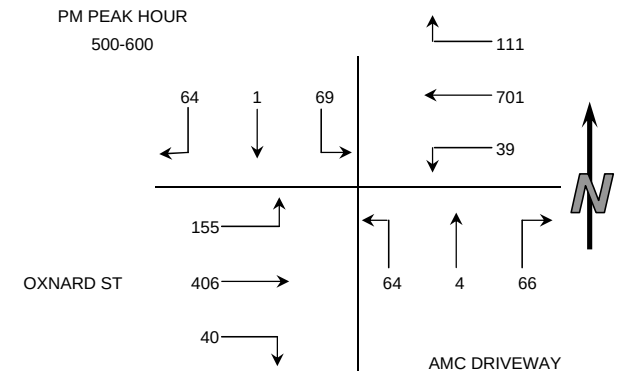
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

COUNTS BY: ACCUTEK
 PROJECT: WESTFIELD WEST VALLEY MIXED-USE DEVELOPMENT
 DATE: WEDNESDAY, NOVEMBER 28, 2007
 PERIODS: AM 7:00 TO 9:00
 PM 4:00 TO 6:00
 LOCATION NUMBER: 51
 INTERSECTION: N/S: AMC DRIVEWAY
 E/W: OXNARD ST
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	2	1	0	5	40	7	9	1	14	8	83	4	174
715-730	4	1	0	2	56	5	6	1	7	12	100	4	198
730-745	1	1	2	2	82	11	15	0	9	11	154	6	294
745-800	1	1	1	4	87	13	11	0	2	22	210	7	359
800-815	2	1	2	7	94	12	13	0	6	28	192	14	371
815-830	3	1	2	11	72	12	7	0	9	23	188	9	337
830-845	5	0	3	3	69	16	23	1	7	29	170	9	335
845-900	5	1	1	4	78	14	2	0	3	20	159	17	304
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	8	4	3	13	265	36	41	2	32	53	547	21	1025
715-815	8	4	5	15	319	41	45	1	24	73	656	31	1222
730-830	7	4	7	24	335	48	46	0	26	84	744	36	1361
745-845	11	3	8	25	322	53	54	1	24	102	760	39	1402
800-900	15	3	8	25	313	54	45	1	25	100	709	49	1347



15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	10	0	11	25	134	5	20	1	9	16	108	24	54
415-430	15	0	13	21	114	10	9	2	15	8	108	22	49
430-445	13	2	8	17	165	9	16	0	18	15	105	24	50
445-500	11	2	9	20	148	5	17	2	11	3	102	26	56
500-515	15	1	23	24	197	16	14	1	19	8	105	39	82
515-530	16	0	13	22	180	7	22	1	18	5	101	40	75
530-545	17	0	16	28	180	4	16	0	13	12	96	30	59
545-600	16	0	17	37	144	12	14	2	14	15	104	46	74
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	49	4	41	83	561	29	62	5	53	42	423	96	1448
415-515	54	5	53	82	624	40	56	5	63	34	420	111	1547
430-530	55	5	53	83	690	37	69	4	66	31	413	129	1635
445-545	59	3	61	94	705	32	69	4	61	28	404	135	1655
500-600	64	1	69	111	701	39	66	4	64	40	406	155	1720



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: OWENSMOUTH AVENUE

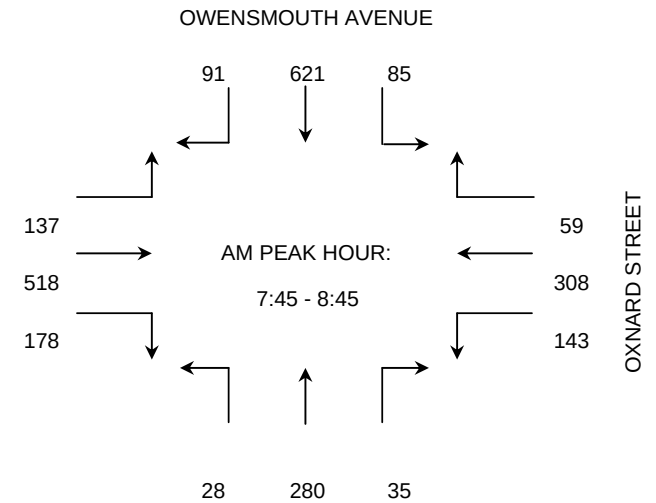
E/W STREET: OXNARD STREET

PERIOD: AM PEAK HOUR

DATE: WEDNESDAY May 30, 2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	11	20	15	9	41	18	2	42	3	9	62	9	241
7:15 - 7:30	9	12	17	12	39	14	0	25	1	7	60	16	212
7:30 - 7:45	19	42	11	31	83	46	10	62	8	21	110	21	464
7:45 - 8:00	26	79	14	42	119	38	3	67	8	36	160	22	614
8:00 - 8:15	36	82	19	40	162	60	10	73	7	24	180	21	714
8:15 - 8:30	42	71	10	37	122	31	10	91	10	19	166	24	633
8:30 - 8:45	39	76	16	18	115	49	5	49	10	6	115	24	522
8:45 - 9:00	34	74	9	18	99	24	8	44	5	16	77	21	429

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	65	153	57	94	282	116	15	196	20	73	392	68	1,531
7:15 - 8:15	90	215	61	125	403	158	23	227	24	88	510	80	2,004
7:30 - 8:30	123	274	54	150	486	175	33	293	33	100	616	88	2,425
7:45 - 8:45	143	308	59	137	518	178	28	280	35	85	621	91	2,483 *
8:00 - 9:00	151	303	54	113	498	164	33	257	32	65	538	90	2,298

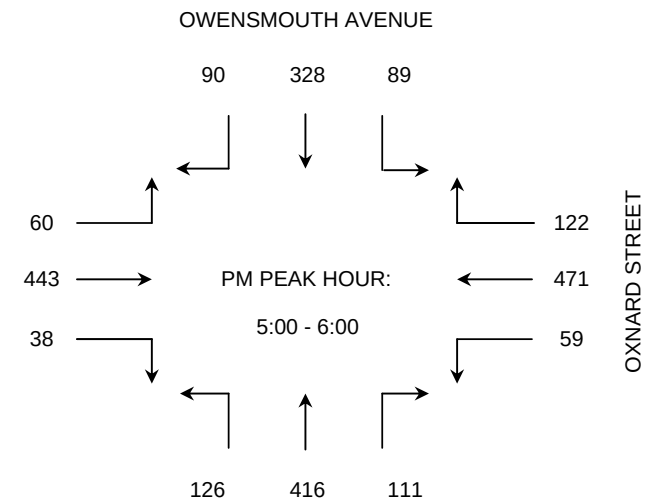


PERIOD: PM PEAK HOUR

DATE: WEDNESDAY May 30, 2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	15	168	24	15	92	3	27	86	14	26	96	29	595
4:15 - 4:30	14	136	27	19	99	12	30	113	22	30	111	19	632
4:30 - 4:45	15	154	19	15	110	12	20	80	15	27	67	16	550
4:45 - 5:00	17	121	16	22	116	8	16	86	12	32	73	21	540
5:00 - 5:15	18	118	36	18	98	6	12	90	15	19	68	26	524
5:15 - 5:30	14	122	21	16	118	12	31	108	26	21	89	21	599
5:30 - 5:45	18	117	35	10	122	14	45	112	41	19	71	29	633
5:45 - 6:00	9	114	30	16	105	6	38	106	29	30	100	14	597

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	61	579	86	71	417	35	93	365	63	115	347	85	2,317
4:15 - 5:15	64	529	98	74	423	38	78	369	64	108	319	82	2,246
4:30 - 5:30	64	515	92	71	442	38	79	364	68	99	297	84	2,213
4:45 - 5:45	67	478	108	66	454	40	104	396	94	91	301	97	2,296
5:00 - 6:00	59	471	122	60	443	38	126	416	111	89	328	90	2,353 *



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN AND ASSOCIATES
PROJECT: WESTFIELD WEST VALLEY II
DATE: TUESDAY, JUNE 05, 2007
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S CANOGA AVENUE
E/W OXNARD STREET
FILE NUMBER: 32-AM CAR

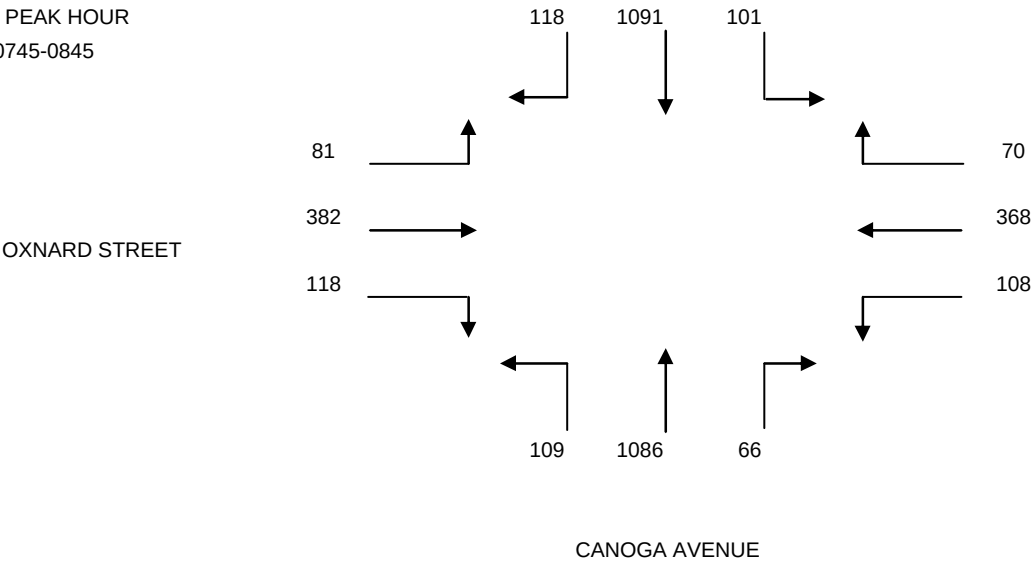
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

700-715	24	239	13	18	61	16	5	201	21	12	84	7
715-730	24	247	21	12	49	25	10	229	19	15	76	14
730-745	36	278	29	13	60	16	10	256	27	20	92	19
745-800	30	285	30	18	95	24	18	283	29	30	93	23
800-815	29	272	20	25	91	29	15	278	28	33	105	25
815-830	37	283	31	16	83	30	17	269	26	27	89	17
830-845	22	251	20	11	99	25	16	256	26	28	95	16
845-900	18	276	21	10	97	20	13	242	25	33	84	19

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

700-800	114	1049	93	61	265	81	43	969	96	77	345	63	3256
715-815	119	1082	100	68	295	94	53	1046	103	98	366	81	3505
730-830	132	1118	110	72	329	99	60	1086	110	110	379	84	3689
745-845	118	1091	101	70	368	108	66	1086	109	118	382	81	3698
800-900	106	1082	92	62	370	104	61	1045	105	121	373	77	3598

A.M. PEAK HOUR
0745-0845



THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91006
626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

TUESDAY, JUNE 05, 2007

PERIOD:

04:00 PM TO 06:00 PM

INTERSECTION:

N/S CANOGA AVENUE

E/W OXNARD STREET

FILE NUMBER:

32-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

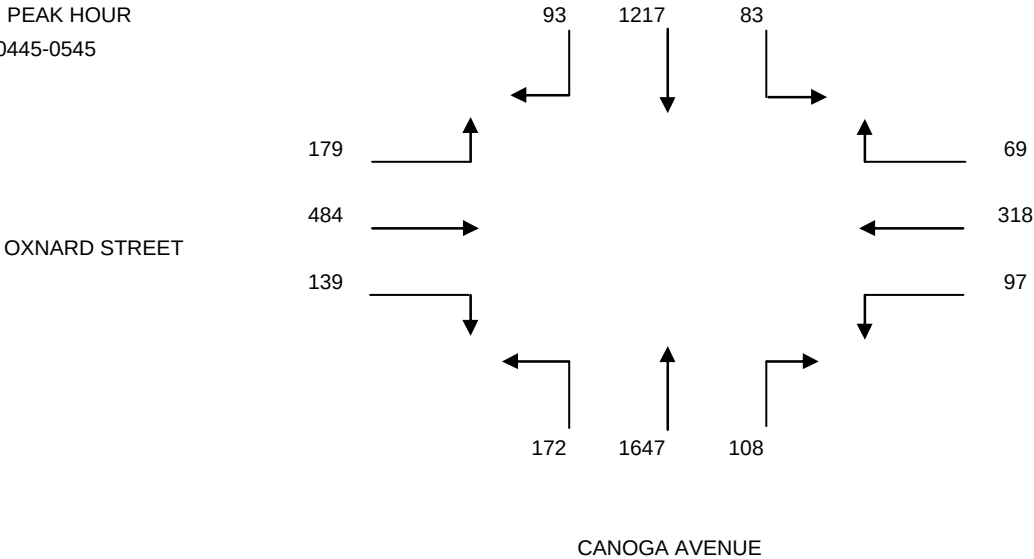
400-415	22	275	25	10	63	34	30	373	31	43	78	54
415-430	26	270	17	10	84	25	25	407	28	34	112	57
430-445	27	290	19	16	92	35	24	389	30	36	101	43
445-500	32	321	22	17	80	23	25	415	45	44	121	57
500-515	21	284	16	15	74	21	29	432	50	36	102	33
515-530	23	295	23	21	94	29	22	387	37	28	133	39
530-545	17	317	22	16	70	24	32	413	40	31	128	50
545-600	18	312	21	12	61	20	28	397	37	25	117	45

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

400-500	107	1156	83	53	319	117	104	1584	134	157	412	211	4437
415-515	106	1165	74	58	330	104	103	1643	153	150	436	190	4512
430-530	103	1190	80	69	340	108	100	1623	162	144	457	172	4548
445-545	93	1217	83	69	318	97	108	1647	172	139	484	179	4606
500-600	79	1208	82	64	299	94	111	1629	164	120	480	167	4497

P.M. PEAK HOUR

0445-0545



THE TRAFFIC SOLUTION

329 DIAMOND STREET

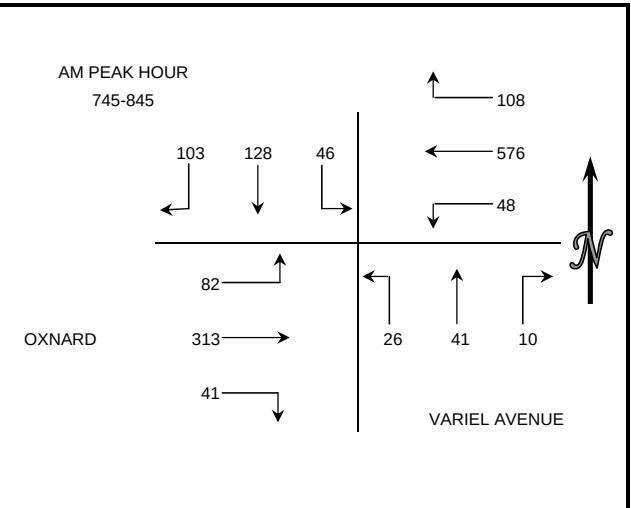
ARCADIA, CALIFORNIA 91006

626.446.7978

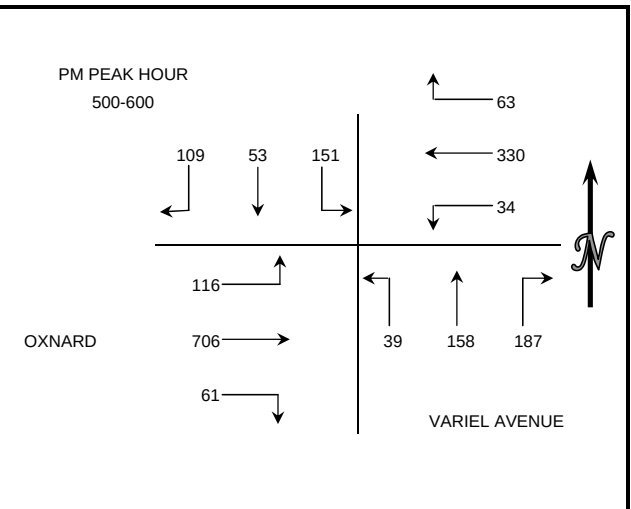
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: THURSDAY DECEMBER 6, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VARIEL AVENUE
 E/W OXNARD STREET
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	10	5	6	12	41	1	4	5	4	3	30	9	130
715-730	26	13	11	16	79	6	1	6	3	6	35	8	210
730-745	24	18	12	15	105	4	2	7	3	7	65	17	279
745-800	30	43	10	26	150	10	4	15	5	9	93	19	414
800-815	23	30	9	28	146	14	3	11	11	9	83	26	393
815-830	30	33	16	27	134	10	0	5	4	11	80	17	367
830-845	20	22	11	27	146	14	3	10	6	12	57	20	348
845-900	20	18	19	16	132	6	0	3	6	10	57	16	303
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	90	79	39	69	375	21	11	33	15	25	223	53	1033
715-815	103	104	42	85	480	34	10	39	22	31	276	70	1296
730-830	107	124	47	96	535	38	9	38	23	36	321	79	1453
745-845	103	128	46	108	576	48	10	41	26	41	313	82	1522
800-900	93	103	55	98	558	44	6	29	27	42	277	79	1411



15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	28	7	30	16	86	2	29	22	8	6	149	22	405
415-430	18	2	24	21	82	1	20	20	5	4	130	19	346
430-445	22	7	39	13	87	3	42	40	8	10	160	22	453
445-500	19	8	27	13	64	2	30	30	13	6	152	22	386
500-515	32	11	42	11	95	5	80	60	12	11	175	30	564
515-530	22	15	29	17	67	5	49	40	8	16	198	27	493
530-545	23	12	53	15	91	13	34	39	15	17	185	38	535
545-600	32	15	27	20	77	11	24	19	4	17	148	21	415
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	87	24	120	63	319	8	121	112	34	26	591	85	1590
415-515	91	28	132	58	328	11	172	150	38	31	617	93	1749
430-530	95	41	137	54	313	15	201	170	41	43	685	101	1896
445-545	96	46	151	56	317	25	193	169	48	50	710	117	1978
500-600	109	53	151	63	330	34	187	158	39	61	706	116	2007



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: DE SOTO AVENUE

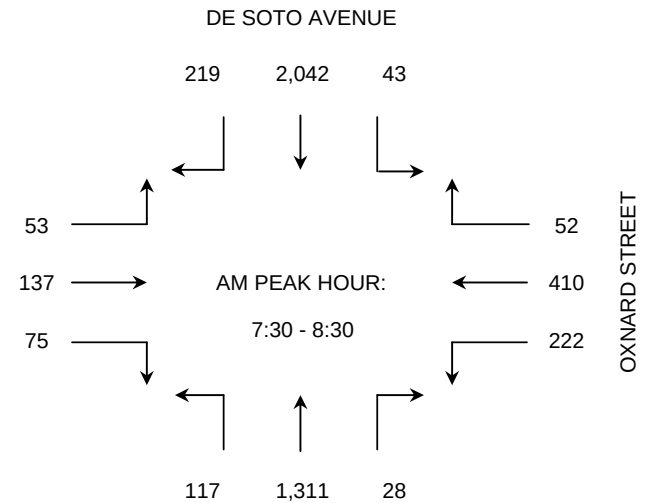
E/W STREET: OXNARD STREET

PERIOD: AM PEAK HOUR

DATE: WEDNESDAY June 6, 2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	29	29	1	12	22	24	37	315	6	3	526	16	1,020
7:15 - 7:30	24	24	7	9	10	11	15	206	6	5	383	35	735
7:30 - 7:45	43	76	16	12	32	17	22	326	8	8	497	42	1,099
7:45 - 8:00	63	111	14	14	45	18	35	315	10	10	504	54	1,193
8:00 - 8:15	67	110	11	14	31	19	32	341	6	13	465	77	1,186
8:15 - 8:30	49	113	11	13	29	21	28	329	4	12	576	46	1,231
8:30 - 8:45	53	96	12	12	26	26	15	282	5	10	459	53	1,049
8:45 - 9:00	37	87	14	12	21	24	6	228	6	6	486	39	966

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	159	240	38	47	109	70	109	1,162	30	26	1,910	147	4,047
7:15 - 8:15	197	321	48	49	118	65	104	1,188	30	36	1,849	208	4,213
7:30 - 8:30	222	410	52	53	137	75	117	1,311	28	43	2,042	219	4,709 *
7:45 - 8:45	232	430	48	53	131	84	110	1,267	25	45	2,004	230	4,659
8:00 - 9:00	206	406	48	51	107	90	81	1,180	21	41	1,986	215	4,432

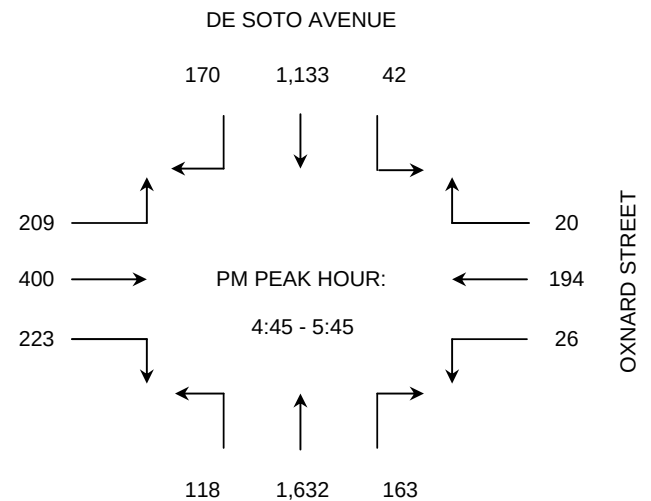


PERIOD: PM PEAK HOUR

DATE: WEDNESDAY June 6, 2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	8	30	3	72	92	61	45	369	42	12	314	48	1,096
4:15 - 4:30	9	31	3	60	82	45	10	367	49	10	245	27	938
4:30 - 4:45	10	45	5	34	82	40	19	360	27	9	256	42	929
4:45 - 5:00	7	56	5	40	90	49	22	449	33	8	289	39	1,087
5:00 - 5:15	7	48	4	50	110	63	35	351	45	10	303	47	1,073
5:15 - 5:30	6	51	5	60	99	52	26	445	39	10	242	40	1,075
5:30 - 5:45	6	39	6	59	101	59	35	387	46	14	299	44	1,095
5:45 - 6:00	8	56	5	45	114	46	27	299	30	16	241	46	933

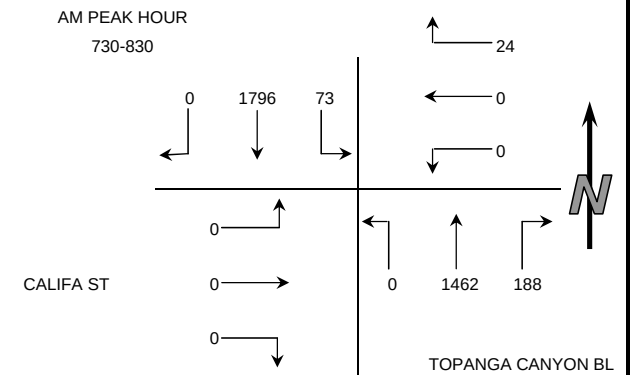
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	34	162	16	206	346	195	96	1,545	151	39	1,104	156	4,050
4:15 - 5:15	33	180	17	184	364	197	86	1,527	154	37	1,093	155	4,027
4:30 - 5:30	30	200	19	184	381	204	102	1,605	144	37	1,090	168	4,164
4:45 - 5:45	26	194	20	209	400	223	118	1,632	163	42	1,133	170	4,330 *
5:00 - 6:00	27	194	20	214	424	220	123	1,482	160	50	1,085	177	4,176



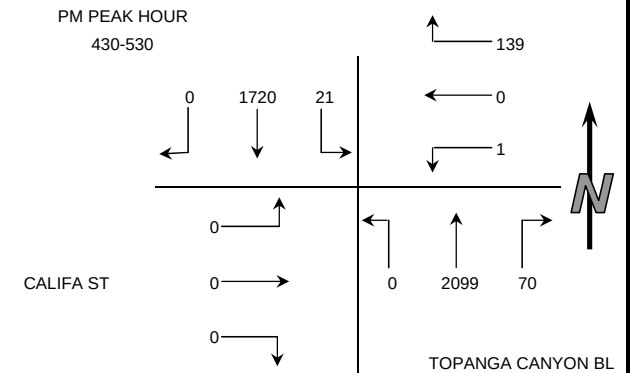
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

COUNTS BY: ACCUTEK
 PROJECT: WESTFIELD WEST VALLEY MIXED-USE DEVELOPMENT
 DATE: THURSDAY, NOVEMBER 29, 2007
 PERIODS: AM 7:00 TO 9:00
 PM 4:00 TO 6:00
 LOCATION NUMBER: 56
 INTERSECTION: N/S: TOPANGA CANYON BL
 E/W: CALIFA ST
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	409	12	4	0	0	23	239	0	0	0	0	687
715-730	0	416	15	4	0	0	23	282	0	0	0	0	740
730-745	0	437	19	4	0	0	47	354	0	0	0	0	861
745-800	0	472	13	4	0	0	39	388	0	0	0	0	916
800-815	0	453	27	10	0	0	51	340	0	0	0	0	881
815-830	0	434	14	6	0	0	51	380	0	0	0	0	885
830-845	0	409	20	6	0	0	45	358	0	0	0	0	838
845-900	0	395	15	6	0	0	48	394	0	0	0	0	858
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	1734	59	16	0	0	132	1263	0	0	0	0	3204
715-815	0	1778	74	22	0	0	160	1364	0	0	0	0	3398
730-830	0	1796	73	24	0	0	188	1462	0	0	0	0	3543
745-845	0	1768	74	26	0	0	186	1466	0	0	0	0	3520
800-900	0	1691	76	28	0	0	195	1472	0	0	0	0	3462



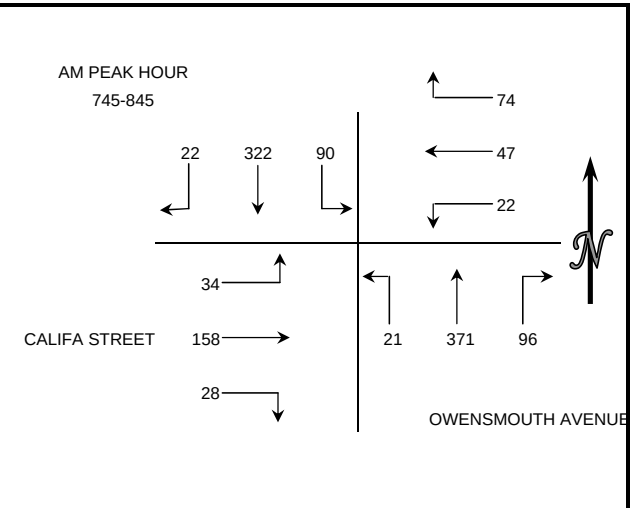
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	405	11	25	0	2	21	511	0	0	0	0	54
415-430	0	427	6	25	0	0	26	473	0	0	0	0	49
430-445	0	387	8	32	0	0	27	522	0	0	0	0	50
445-500	0	426	3	26	0	1	17	542	0	0	0	0	56
500-515	0	468	6	42	0	0	16	536	0	0	0	0	82
515-530	0	439	4	39	0	0	10	499	0	0	0	0	75
530-545	0	388	6	32	0	0	10	539	0	0	0	0	59
545-600	0	403	2	28	0	1	11	532	0	0	0	0	74
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	1645	28	108	0	3	91	2048	0	0	0	0	3923
415-515	0	1708	23	125	0	1	86	2073	0	0	0	0	4016
430-530	0	1720	21	139	0	1	70	2099	0	0	0	0	4050
445-545	0	1721	19	139	0	1	53	2116	0	0	0	0	4049
500-600	0	1698	18	141	0	1	47	2106	0	0	0	0	4011



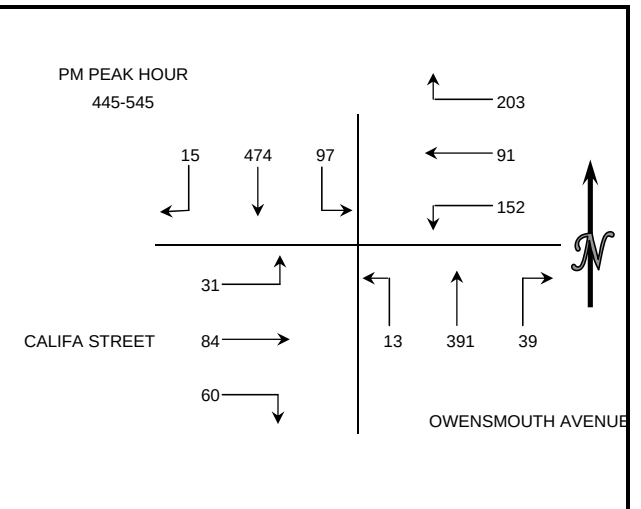
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY JANUARY 8, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S OWENSMOUTH AVENUE
 E/W CALIFA STREET
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	45	12	8	3	4	17	47	4	4	14	2	160
715-730	4	69	18	16	8	5	17	65	3	7	20	5	237
730-745	2	79	18	12	6	3	11	66	2	3	27	11	240
745-800	7	99	28	23	14	7	21	104	8	10	40	4	365
800-815	7	70	26	12	9	8	24	108	4	11	53	7	339
815-830	4	81	17	18	7	2	31	92	6	2	36	9	305
830-845	4	72	19	21	17	5	20	67	3	5	29	14	276
845-900	6	75	11	20	14	5	17	77	4	7	25	11	272
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	13	292	76	59	31	19	66	282	17	24	101	22	1002
715-815	20	317	90	63	37	23	73	343	17	31	140	27	1181
730-830	20	329	89	65	36	20	87	370	20	26	156	31	1249
745-845	22	322	90	74	47	22	96	371	21	28	158	34	1285
800-900	21	298	73	71	47	20	92	344	17	25	143	41	1192



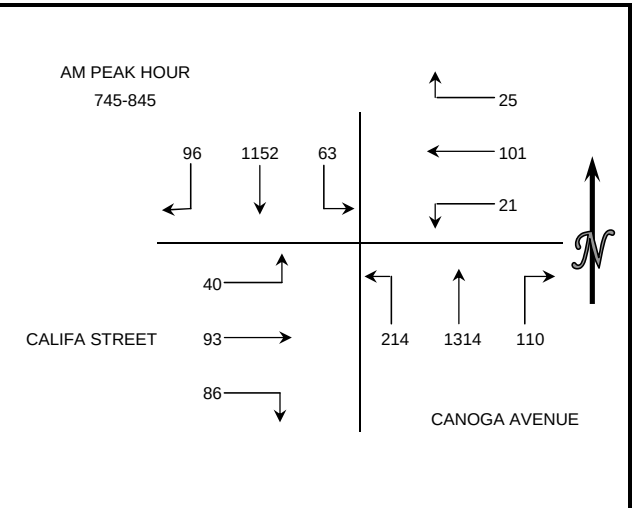
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	2	109	32	37	18	26	8	76	0	9	22	8	347
415-430	3	88	22	26	12	26	9	76	4	10	13	5	294
430-445	6	94	22	48	19	30	8	79	3	12	18	8	347
445-500	5	93	23	45	21	28	10	74	2	16	23	5	345
500-515	6	124	27	56	28	57	12	112	3	17	20	11	473
515-530	1	143	23	63	19	31	11	130	4	12	26	6	469
530-545	3	114	24	39	23	36	6	75	4	15	15	9	363
545-600	8	98	10	36	12	34	17	69	0	12	20	6	322
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	16	384	99	156	70	110	35	305	9	47	76	26	1333
415-515	20	399	94	175	80	141	39	341	12	55	74	29	1459
430-530	18	454	95	212	87	146	41	395	12	57	87	30	1634
445-545	15	474	97	203	91	152	39	391	13	60	84	31	1650
500-600	18	479	84	194	82	158	46	386	11	56	81	32	1627



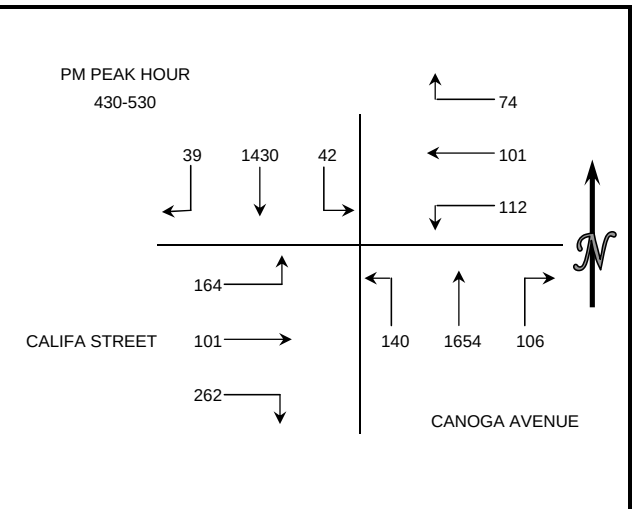
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY JANUARY 8, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S CANOGA AVENUE
 E/W CALIFA STREET
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	14	215	4	2	16	1	9	209	46	17	8	6	547
715-730	21	237	10	0	23	3	10	260	50	24	12	4	654
730-745	17	267	8	6	19	7	13	291	32	27	17	11	715
745-800	26	310	15	10	31	4	26	332	26	29	22	12	843
800-815	21	300	16	4	22	8	29	366	26	19	37	8	856
815-830	21	293	20	7	26	4	29	343	81	16	20	9	869
830-845	28	249	12	4	22	5	26	273	81	22	14	11	747
845-900	27	262	7	7	21	7	31	261	70	15	9	10	727
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	78	1029	37	18	89	15	58	1092	154	97	59	33	2759
715-815	85	1114	49	20	95	22	78	1249	134	99	88	35	3068
730-830	85	1170	59	27	98	23	97	1332	165	91	96	40	3283
745-845	96	1152	63	25	101	21	110	1314	214	86	93	40	3315
800-900	97	1104	55	22	91	24	115	1243	258	72	80	38	3199



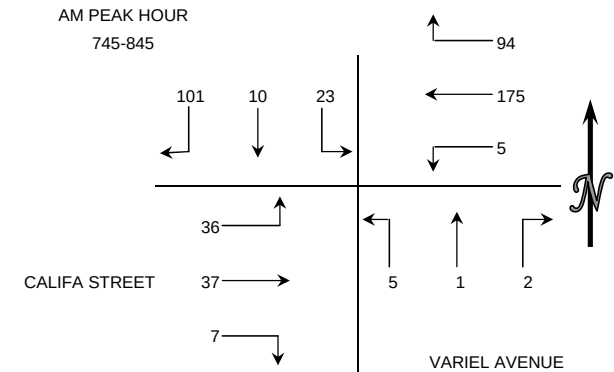
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	9	317	10	12	16	22	24	387	30	79	30	27	963
415-430	7	307	12	9	16	14	23	357	31	58	26	27	887
430-445	7	357	11	22	27	36	21	388	26	53	19	39	1006
445-500	6	346	13	22	15	22	33	420	47	69	20	40	1053
500-515	13	365	9	17	35	27	35	404	37	78	31	56	1107
515-530	13	362	9	13	24	27	17	442	30	62	31	29	1059
530-545	9	318	11	15	33	22	23	281	45	62	20	28	867
545-600	9	295	14	15	23	13	21	304	20	50	24	50	838
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	29	1327	46	65	74	94	101	1552	134	259	95	133	3909
415-515	33	1375	45	70	93	99	112	1569	141	258	96	162	4053
430-530	39	1430	42	74	101	112	106	1654	140	262	101	164	4225
445-545	41	1391	42	67	107	98	108	1547	159	271	102	153	4086
500-600	44	1340	43	60	115	89	96	1431	132	252	106	163	3871



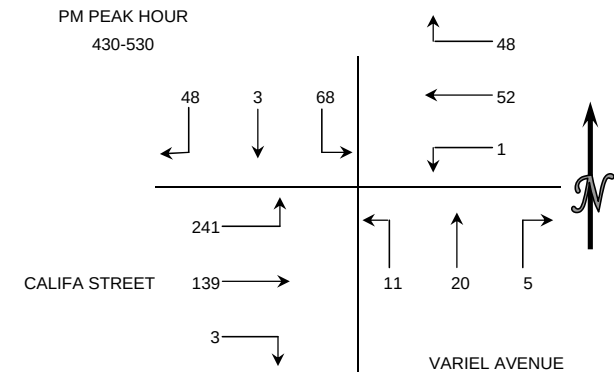
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY DECEMBER 11, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S VARIEL AVENUE
 E/W CALIFA STREET
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	7	1	0	9	34	2	0	0	0	0	3	3	59
715-730	13	1	3	6	32	2	0	0	1	1	8	1	68
730-745	14	1	7	21	36	1	2	2	0	0	8	5	97
745-800	34	6	6	22	44	1	0	1	1	3	12	10	140
800-815	25	2	5	33	48	1	1	0	2	2	6	11	136
815-830	22	1	7	15	36	2	1	0	2	0	8	7	101
830-845	20	1	5	24	47	1	0	0	0	2	11	8	119
845-900	13	0	5	28	43	2	1	1	2	1	7	6	109
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	68	9	16	58	146	6	2	3	2	4	31	19	364
715-815	86	10	21	82	160	5	3	3	4	6	34	27	441
730-830	95	10	25	91	164	5	4	3	5	5	34	33	474
745-845	101	10	23	94	175	5	2	1	5	7	37	36	496
800-900	80	4	22	100	174	6	3	1	6	5	32	32	465



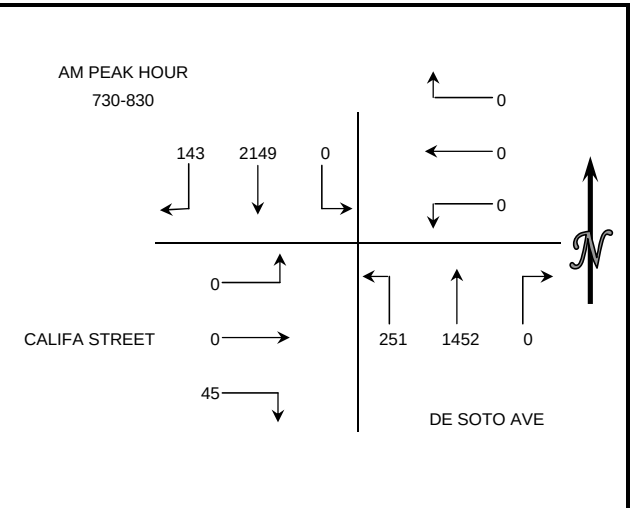
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	8	0	9	10	14	2	2	1	3	0	27	46	122
415-430	4	0	13	7	10	1	3	1	2	1	32	31	105
430-445	11	1	11	11	13	0	0	8	4	0	33	72	164
445-500	9	1	18	11	13	0	2	6	4	1	38	47	150
500-515	13	1	22	15	13	0	1	4	3	1	38	79	190
515-530	15	0	17	11	13	1	2	2	0	1	30	43	135
530-545	6	0	15	15	21	0	2	4	2	0	37	42	144
545-600	6	1	11	16	19	0	2	2	3	1	27	42	130
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	32	2	51	39	50	3	7	16	13	2	130	196	541
415-515	37	3	64	44	49	1	6	19	13	3	141	229	609
430-530	48	3	68	48	52	1	5	20	11	3	139	241	639
445-545	43	2	72	52	60	1	7	16	9	3	143	211	619
500-600	40	2	65	57	66	1	7	12	8	3	132	206	599



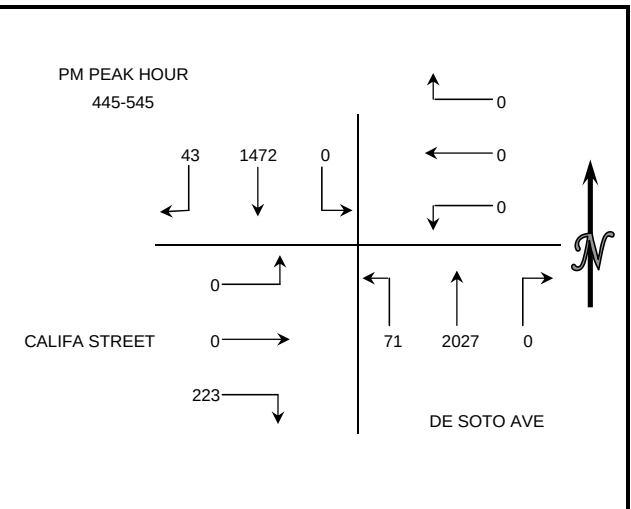
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY DECEMBER 11, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S DE SOTO AVENUE
 E/W CALIFA STREET
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	22	364	0	0	0	0	0	203	23	4	0	0	616
715-730	20	447	0	0	0	0	0	248	28	10	0	0	753
730-745	20	531	0	0	0	0	0	374	43	6	0	0	974
745-800	37	538	0	0	0	0	0	399	60	15	0	0	1049
800-815	46	526	0	0	0	0	0	371	79	17	0	0	1039
815-830	40	554	0	0	0	0	0	308	69	7	0	0	978
830-845	43	551	0	0	0	0	0	276	48	13	0	0	931
845-900	29	498	0	0	0	0	0	288	69	11	0	0	895
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	99	1880	0	0	0	0	0	1224	154	35	0	0	3392
715-815	123	2042	0	0	0	0	0	1392	210	48	0	0	3815
730-830	143	2149	0	0	0	0	0	1452	251	45	0	0	4040
745-845	166	2169	0	0	0	0	0	1354	256	52	0	0	3997
800-900	158	2129	0	0	0	0	0	1243	265	48	0	0	3843



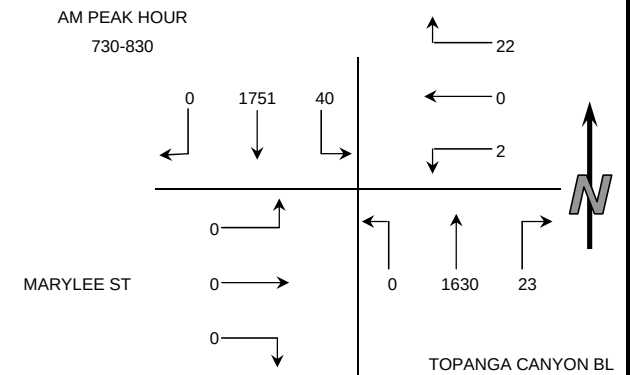
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	8	375	0	0	0	0	0	423	20	49	0	0	875
415-430	3	337	0	0	0	0	0	452	10	38	0	0	840
430-445	6	320	0	0	0	0	0	489	11	55	0	0	881
445-500	13	359	0	0	0	0	0	525	12	49	0	0	958
500-515	9	448	0	0	0	0	0	515	18	58	0	0	1048
515-530	11	345	0	0	0	0	0	508	19	64	0	0	947
530-545	10	320	0	0	0	0	0	479	22	52	0	0	883
545-600	21	333	0	0	0	0	0	446	27	48	0	0	875
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	30	1391	0	0	0	0	0	1889	53	191	0	0	3554
415-515	31	1464	0	0	0	0	0	1981	51	200	0	0	3727
430-530	39	1472	0	0	0	0	0	2037	60	226	0	0	3834
445-545	43	1472	0	0	0	0	0	2027	71	223	0	0	3836
500-600	51	1446	0	0	0	0	0	1948	86	222	0	0	3753



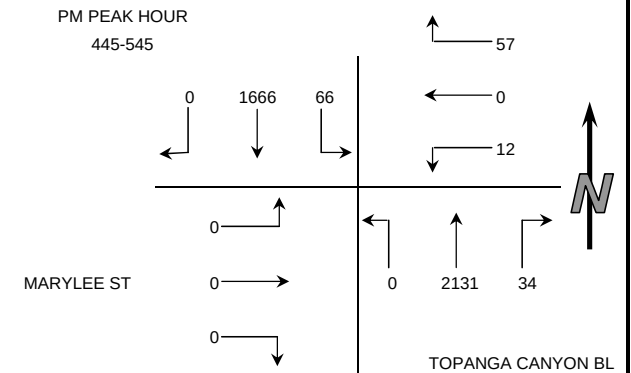
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

COUNTS BY: ACCUTEK
 PROJECT: WESTFIELD WEST VALLEY MIXED-USE DEVELOPMENT
 DATE: THURSDAY, NOVEMBER 29, 2007
 PERIODS: AM 7:00 TO 9:00
 PM 4:00 TO 6:00
 LOCATION NUMBER: 61
 INTERSECTION: N/S: TOPANGA CANYON BL
 E/W: MARYLEE ST
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	394	9	2	0	0	6	263	0	0	0	0	674
715-730	0	419	6	4	0	1	3	313	0	0	0	0	746
730-745	0	428	10	6	0	0	3	397	0	0	0	0	844
745-800	0	468	11	8	0	0	4	421	0	0	0	0	912
800-815	0	434	10	4	0	1	5	387	0	0	0	0	841
815-830	0	421	9	4	0	1	11	425	0	0	0	0	871
830-845	0	406	9	11	0	2	4	400	0	0	0	0	832
845-900	0	392	7	4	0	1	3	449	0	0	0	0	856
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	1709	36	20	0	1	16	1394	0	0	0	0	3176
715-815	0	1749	37	22	0	2	15	1518	0	0	0	0	3343
730-830	0	1751	40	22	0	2	23	1630	0	0	0	0	3468
745-845	0	1729	39	27	0	4	24	1633	0	0	0	0	3456
800-900	0	1653	35	23	0	5	23	1661	0	0	0	0	3400



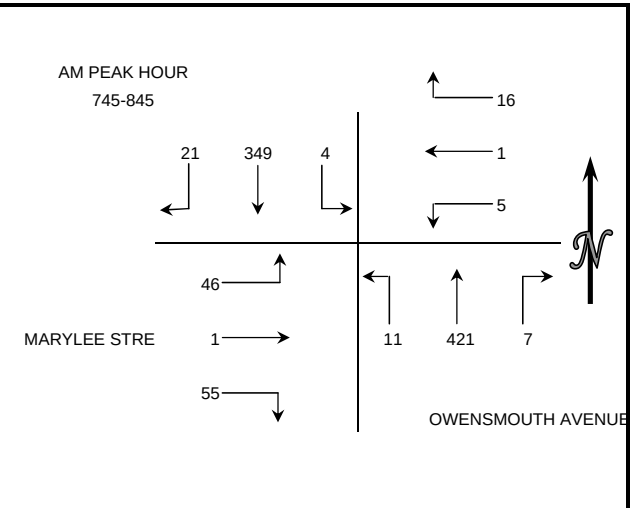
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	390	14	13	0	4	12	526	0	0	0	0	54
415-430	0	419	16	18	0	1	16	484	0	0	0	0	49
430-445	0	376	16	16	0	1	9	532	0	0	0	0	50
445-500	0	410	21	12	0	3	10	554	0	0	0	0	56
500-515	0	447	16	20	0	4	10	535	0	0	0	0	82
515-530	0	427	17	13	0	5	6	490	0	0	0	0	75
530-545	0	382	12	12	0	0	8	552	0	0	0	0	59
545-600	0	399	15	10	0	1	7	535	0	0	0	0	74
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	1595	67	59	0	9	47	2096	0	0	0	0	3873
415-515	0	1652	69	66	0	9	45	2105	0	0	0	0	3946
430-530	0	1660	70	61	0	13	35	2111	0	0	0	0	3950
445-545	0	1666	66	57	0	12	34	2131	0	0	0	0	3966
500-600	0	1655	60	55	0	10	31	2112	0	0	0	0	3923



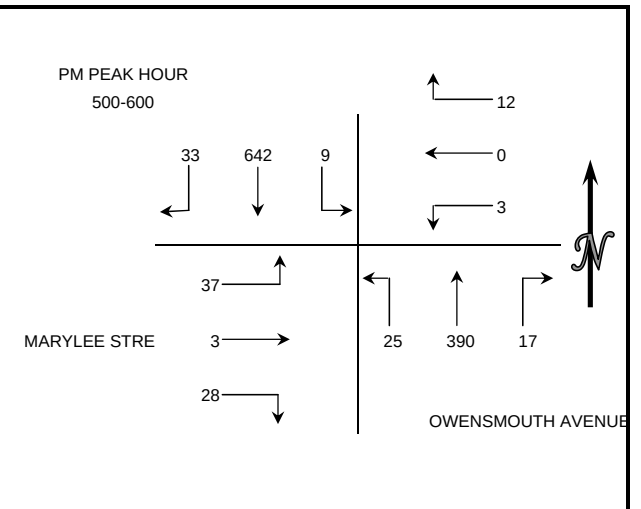
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY JANUARY 8, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S OWENSMOUTH AVENUE
 E/W MARYLEE STREET
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	3	46	2	5	0	0	0	61	1	12	0	4	134
715-730	4	71	2	3	0	1	1	67	4	13	0	9	175
730-745	2	83	1	3	0	0	2	58	5	9	0	10	173
745-800	5	103	3	3	0	3	3	115	5	20	0	12	272
800-815	9	83	0	4	1	1	1	119	2	19	1	16	256
815-830	4	89	0	5	0	1	2	104	2	9	0	11	227
830-845	3	74	1	4	0	0	1	83	2	7	0	7	182
845-900	8	79	0	2	0	1	0	88	5	10	0	8	201
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	14	303	8	14	0	4	6	301	15	54	0	35	754
715-815	20	340	6	13	1	5	7	359	16	61	1	47	876
730-830	20	358	4	15	1	5	8	396	14	57	1	49	928
745-845	21	349	4	16	1	5	7	421	11	55	1	46	937
800-900	24	325	1	15	1	3	4	394	11	45	1	42	866



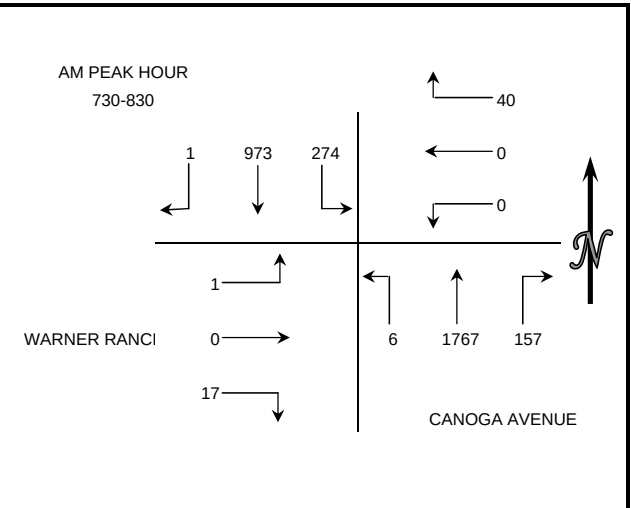
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	9	122	3	0	0	1	3	73	4	6	0	10	231
415-430	7	119	2	5	0	1	3	71	3	9	0	7	227
430-445	6	125	4	4	0	0	4	81	4	5	0	8	241
445-500	5	125	5	2	0	0	2	67	3	12	0	14	235
500-515	11	183	2	2	0	1	2	115	7	7	1	13	344
515-530	7	173	1	7	0	1	5	116	8	10	0	12	340
530-545	9	148	4	1	0	1	9	81	4	7	0	6	270
545-600	6	138	2	2	0	0	1	78	6	4	2	6	245
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	27	491	14	11	0	2	12	292	14	32	0	39	934
415-515	29	552	13	13	0	2	11	334	17	33	1	42	1047
430-530	29	606	12	15	0	2	13	379	22	34	1	47	1160
445-545	32	629	12	12	0	3	18	379	22	36	1	45	1189
500-600	33	642	9	12	0	3	17	390	25	28	3	37	1199



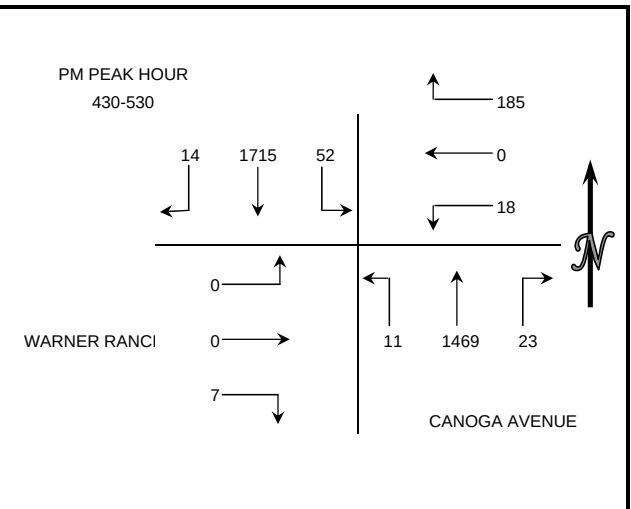
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY JANUARY 8, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S CANOGA AVENUE
 E/W WARNER RANCH ROAD
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	201	40	2	1	1	23	300	0	5	0	1	574
715-730	0	209	33	5	0	0	22	347	0	5	0	0	621
730-745	1	241	54	7	0	0	37	377	0	5	0	0	722
745-800	0	249	78	10	0	0	39	460	4	5	0	1	846
800-815	0	253	80	10	0	0	46	477	1	3	0	0	870
815-830	0	230	62	13	0	0	35	453	1	4	0	0	798
830-845	6	238	54	4	0	2	24	376	0	3	0	0	707
845-900	0	203	62	2	0	1	31	377	2	1	0	0	679
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	1	900	205	24	1	1	121	1484	4	20	0	2	2763
715-815	1	952	245	32	0	0	144	1661	5	18	0	1	3059
730-830	1	973	274	40	0	0	157	1767	6	17	0	1	3236
745-845	6	970	274	37	0	2	144	1766	6	15	0	1	3221
800-900	6	924	258	29	0	3	136	1683	4	11	0	0	3054



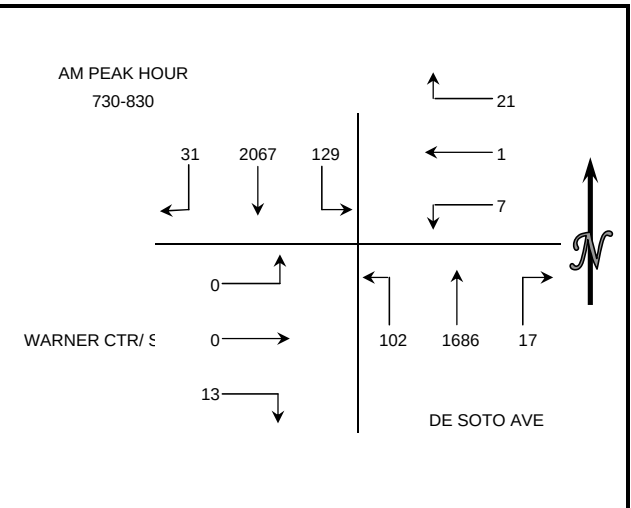
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	3	405	23	21	0	6	3	353	4	1	0	0	819
415-430	5	382	8	18	0	1	7	332	1	5	0	0	759
430-445	4	409	19	38	0	6	9	375	3	1	0	0	864
445-500	2	398	16	32	0	4	3	385	3	1	0	0	844
500-515	4	461	7	87	0	8	5	359	2	3	0	0	936
515-530	4	447	10	28	0	0	6	350	3	2	0	0	850
530-545	3	395	7	40	0	1	10	350	1	2	1	1	811
545-600	0	355	11	20	0	5	4	357	3	0	0	2	757
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	14	1594	66	109	0	17	22	1445	11	8	0	0	3286
415-515	15	1650	50	175	0	19	24	1451	9	10	0	0	3403
430-530	14	1715	52	185	0	18	23	1469	11	7	0	0	3494
445-545	13	1701	40	187	0	13	24	1444	9	8	1	1	3441
500-600	11	1658	35	175	0	14	25	1416	9	7	1	3	3354



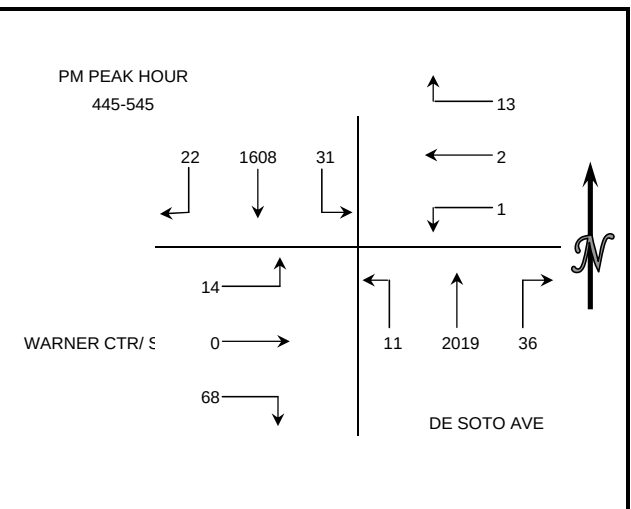
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY DECEMBER 11, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S DE SOTO AVENUE
 E/W WARNER CTR/ SERRANIA
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	347	10	2	0	2	0	248	5	0	0	0	614
715-730	5	445	11	1	0	1	2	291	9	0	0	0	765
730-745	15	515	12	7	1	2	3	408	14	1	0	0	978
745-800	13	513	29	12	0	2	6	477	23	5	0	0	1080
800-815	2	508	48	2	0	2	4	461	39	3	0	0	1069
815-830	1	531	40	0	0	1	4	340	26	4	0	0	947
830-845	3	514	47	3	0	3	1	311	23	0	0	0	905
845-900	3	491	24	3	0	0	3	363	21	0	0	0	908
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	33	1820	62	22	1	7	11	1424	51	6	0	0	3437
715-815	35	1981	100	22	1	7	15	1637	85	9	0	0	3892
730-830	31	2067	129	21	1	7	17	1686	102	13	0	0	4074
745-845	19	2066	164	17	0	8	15	1589	111	12	0	0	4001
800-900	9	2044	159	8	0	6	12	1475	109	7	0	0	3829



15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	7	425	3	6	0	0	6	474	6	10	0	9	946
415-430	3	366	5	2	0	0	5	461	5	9	0	2	858
430-445	3	351	4	0	0	1	8	536	1	15	0	5	924
445-500	6	393	10	1	0	0	7	492	4	13	0	1	927
500-515	7	442	4	4	0	1	12	526	1	24	0	7	1028
515-530	3	412	9	5	2	0	11	465	5	12	0	1	925
530-545	6	361	8	3	0	0	6	536	1	19	0	5	945
545-600	2	382	6	3	0	1	7	431	3	10	0	3	848
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	19	1535	22	9	0	1	26	1963	16	47	0	17	3655
415-515	19	1552	23	7	0	2	32	2015	11	61	0	15	3737
430-530	19	1598	27	10	2	2	38	2019	11	64	0	14	3804
445-545	22	1608	31	13	2	1	36	2019	11	68	0	14	3825
500-600	18	1597	27	15	2	2	36	1958	10	65	0	16	3746



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Shoup Ave

E/W STREET: Burbank Blvd

PERIOD: AM Peak Hour

DATE: THURSDAY 5/17/2007

Prepared by: National Data & Surveying Services
Project # 07-2249-011



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	2	20	5	14	47	13	3	69	5	28	147	8	361
7:15 - 7:30	8	37	10	16	44	9	10	110	8	28	169	15	464
7:30 - 7:45	5	48	14	18	85	14	12	135	7	43	172	33	586
7:45 - 8:00	11	44	17	30	96	17	9	172	13	48	153	17	627
8:00 - 8:15	7	39	11	26	95	8	8	165	16	45	132	15	567
8:15 - 8:30	10	45	17	15	34	15	10	133	13	30	98	15	435
8:30 - 8:45	9	23	9	16	44	8	6	138	13	41	157	25	489
8:45 - 9:00	5	38	13	21	64	14	6	133	12	32	138	18	494

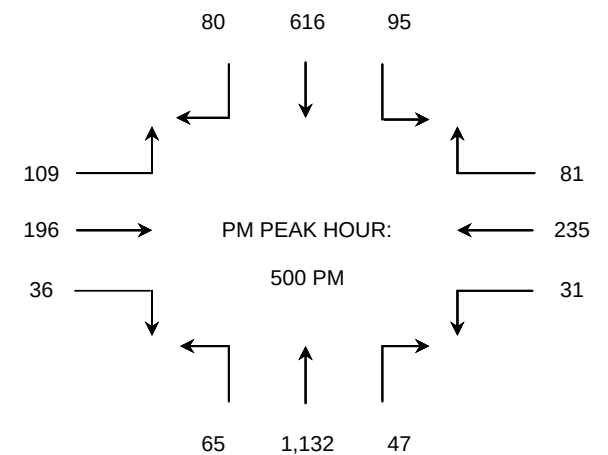
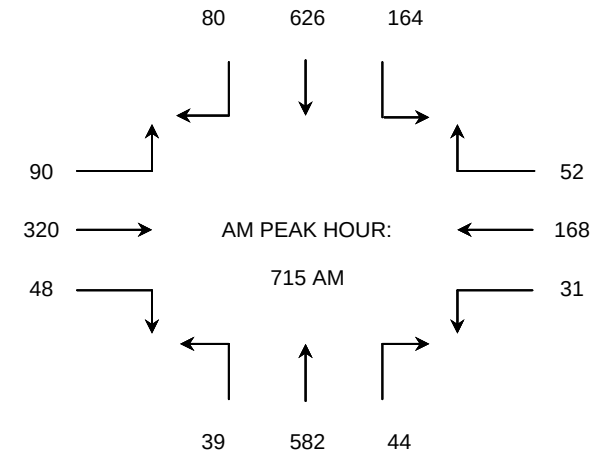
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	26	149	46	78	272	53	34	486	33	147	641	73	2,038
7:15 - 8:15	31	168	52	90	320	48	39	582	44	164	626	80	2,244 *
7:30 - 8:30	33	176	59	89	310	54	39	605	49	166	555	80	2,215
7:45 - 8:45	37	151	54	87	269	48	33	608	55	164	540	72	2,118
8:00 - 9:00	31	145	50	78	237	45	30	569	54	148	525	73	1,985

PERIOD: PM Peak Hour

DATE: THURSDAY 5/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	14	35	13	16	36	9	15	161	8	20	115	14	456
4:15 - 4:30	12	44	27	30	39	8	18	242	8	22	134	16	600
4:30 - 4:45	2	62	29	36	41	11	14	255	10	12	115	22	609
4:45 - 5:00	8	50	16	26	42	10	15	252	7	18	151	18	613
5:00 - 5:15	4	61	18	26	46	10	18	307	10	20	142	23	685
5:15 - 5:30	7	67	20	20	41	9	13	295	15	27	178	21	713
5:30 - 5:45	10	57	21	33	54	12	21	271	13	14	170	16	692
5:45 - 6:00	10	50	22	30	55	5	13	259	9	34	126	20	633

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	36	191	85	108	158	38	62	910	33	72	515	70	2,278
4:15 - 5:15	26	217	90	118	168	39	65	1,056	35	72	542	79	2,507
4:30 - 5:30	21	240	83	108	170	40	60	1,109	42	77	586	84	2,620
4:45 - 5:45	29	235	75	105	183	41	67	1,125	45	79	641	78	2,703
5:00 - 6:00	31	235	81	109	196	36	65	1,132	47	95	616	80	2,723 *



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN & ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

WEDNESDAY, JUNE 06, 2007

PERIOD:

07:00 AM TO 09:00 AM

INTERSECTION:

N/S

US -101 WB ON RAMP

E/W

BURBANK BOULEVARD

FILE NUMBER:

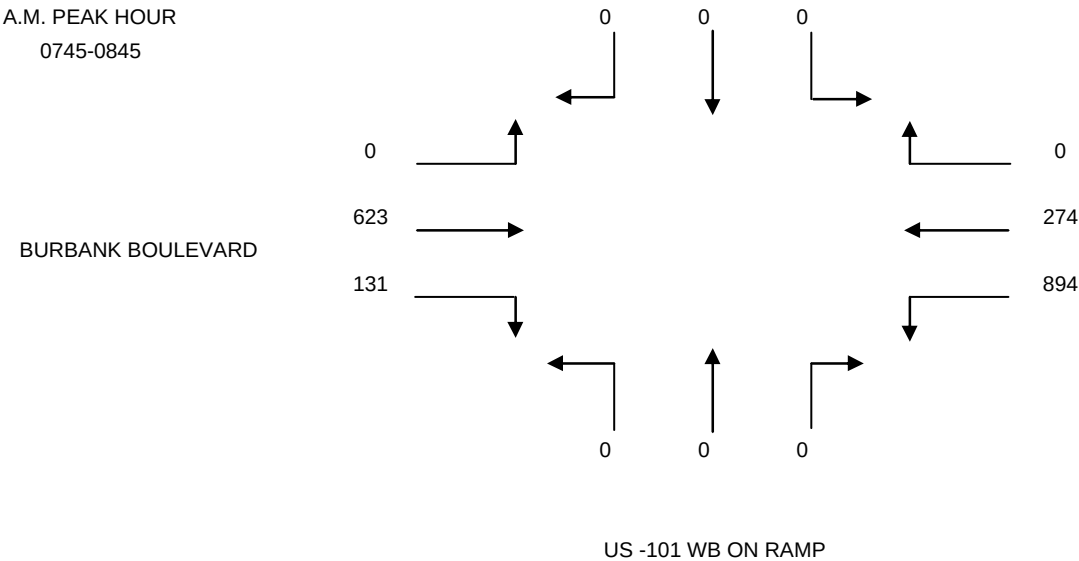
36-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

700-715	0	0	0	0	29	181	0	0	0	14	111	0
715-730	0	0	0	0	36	204	0	0	0	15	120	0
730-745	0	0	0	0	47	234	0	0	0	20	147	0
745-800	0	0	0	0	64	237	0	0	0	29	161	0
800-815	0	0	0	0	69	223	0	0	0	31	156	0
815-830	0	0	0	0	71	220	0	0	0	40	150	0
830-845	0	0	0	0	70	214	0	0	0	31	156	0
845-900	0	0	0	0	71	208	0	0	0	20	141	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

700-800	0	0	0	0	176	856	0	0	0	78	539	0	1649
715-815	0	0	0	0	216	898	0	0	0	95	584	0	1793
730-830	0	0	0	0	251	914	0	0	0	120	614	0	1899
745-845	0	0	0	0	274	894	0	0	0	131	623	0	1922
800-900	0	0	0	0	281	865	0	0	0	122	603	0	1871



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

WEDNESDAY, JUNE 06, 2007

PERIOD:

04:00 PM TO 06:00 PM

INTERSECTION:

N/S

US -101 WB ON - RAMP

E/W

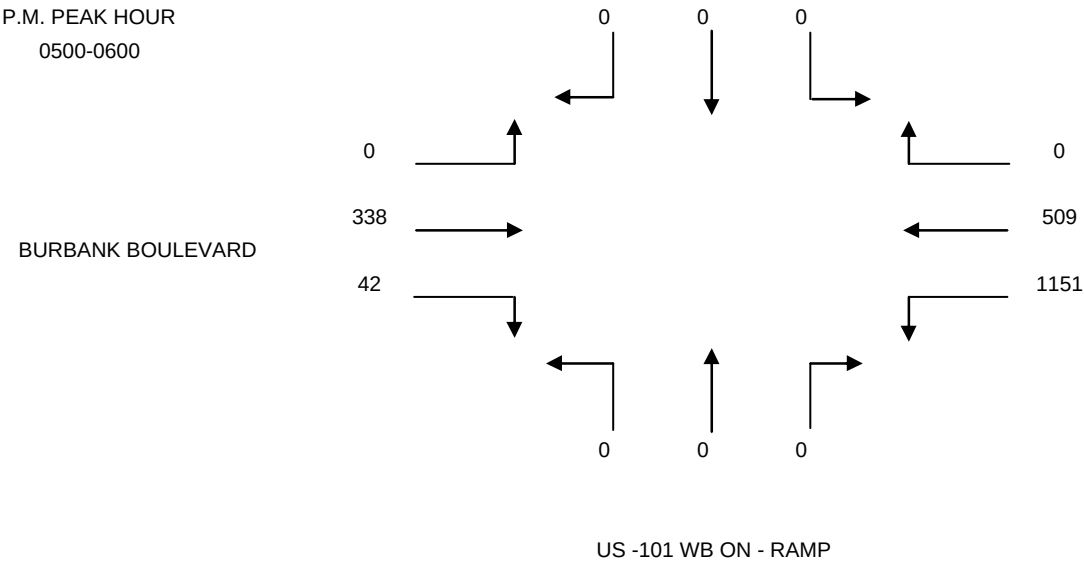
BURBANK BOULEVARD

FILE NUMBER:

36-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-415	0	0	0	0	95	225	0	0	0	8	68	0
415-430	0	0	0	0	92	258	0	0	0	6	59	0
430-445	0	0	0	0	104	275	0	0	0	10	64	0
445-500	0	0	0	0	109	284	0	0	0	10	81	0
500-515	0	0	0	0	123	285	0	0	0	10	79	0
515-530	0	0	0	0	132	271	0	0	0	14	83	0
530-545	0	0	0	0	120	298	0	0	0	10	96	0
545-600	0	0	0	0	134	297	0	0	0	8	80	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
400-500	0	0	0	0	400	1042	0	0	0	34	272	0	1748
415-515	0	0	0	0	428	1102	0	0	0	36	283	0	1849
430-530	0	0	0	0	468	1115	0	0	0	44	307	0	1934
445-545	0	0	0	0	484	1138	0	0	0	44	339	0	2005
500-600	0	0	0	0	509	1151	0	0	0	42	338	0	2040



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

WEDNESDAY, JUNE 06, 2007

PERIOD:

07:00 AM TO 09:00 AM

INTERSECTION:

N/S

TOPANGA CANYON BOULEVARD

E/W

BURBANK BOULEVARD

FILE NUMBER:

37-AM CAR

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

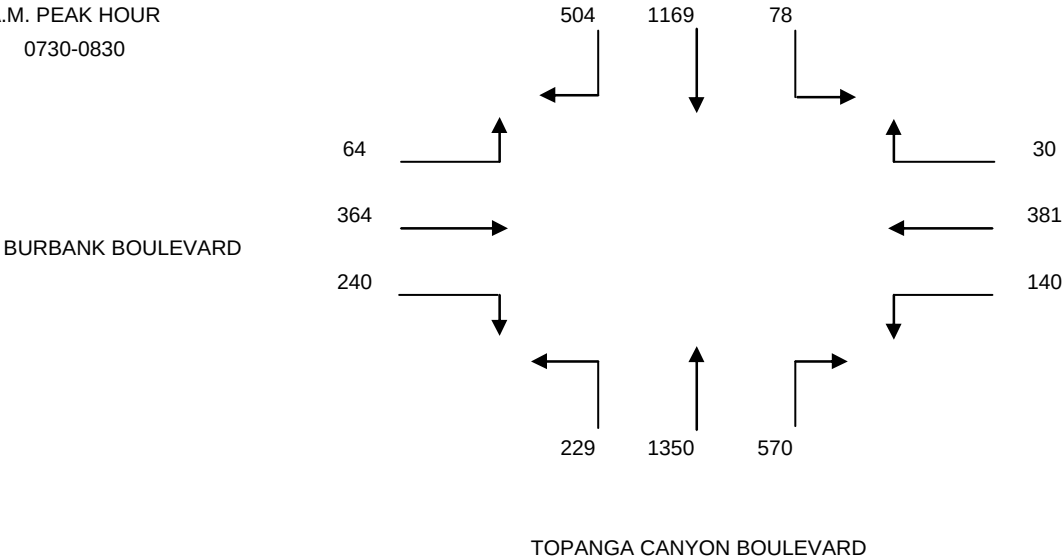
700-715	122	250	7	4	57	26	83	289	36	55	53	9
715-730	115	271	12	7	65	45	106	301	46	54	50	10
730-745	133	290	16	6	89	36	126	316	60	58	89	12
745-800	124	306	25	10	102	31	135	327	48	72	83	18
800-815	126	278	20	8	106	40	147	364	67	58	97	15
815-830	121	295	17	6	84	33	162	343	54	52	95	19
830-845	127	239	26	7	105	31	114	355	46	48	91	13
845-900	131	264	16	10	85	30	133	304	49	46	77	16

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

700-800	494	1117	60	27	313	138	450	1233	190	239	275	49	4585
715-815	498	1145	73	31	362	152	514	1308	221	242	319	55	4920
730-830	504	1169	78	30	381	140	570	1350	229	240	364	64	5119
745-845	498	1118	88	31	397	135	558	1389	215	230	366	65	5090
800-900	505	1076	79	31	380	134	556	1366	216	204	360	63	4970

A.M. PEAK HOUR

0730-0830



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

WEDNESDAY, JUNE 06, 2007

PERIOD:

04:00 PM TO 06:00 PM

INTERSECTION:

N/S

TOPANGA CANYON BOULEVARD

E/W

BURBANK BOULEVARD

FILE NUMBER:

37-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

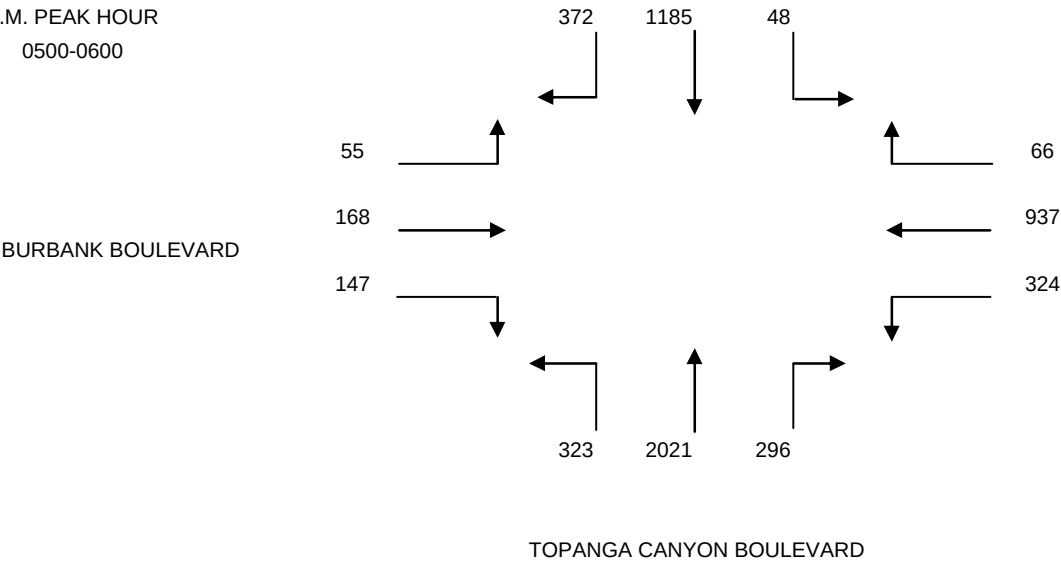
400-415	112	294	13	10	194	70	68	503	59	28	43	14
415-430	122	264	13	13	173	63	84	519	62	35	35	10
430-445	103	261	8	14	210	70	73	516	66	29	26	11
445-500	121	293	10	17	185	81	82	501	71	30	39	12
500-515	90	308	8	23	208	79	76	472	78	39	42	10
515-530	93	296	12	15	228	73	70	518	86	45	45	14
530-545	90	295	14	15	260	92	79	503	70	37	36	19
545-600	99	286	14	13	241	80	71	528	89	26	45	12

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

400-500	458	1112	44	54	762	284	307	2039	258	122	143	47	5630
415-515	436	1126	39	67	776	293	315	2008	277	133	142	43	5655
430-530	407	1158	38	69	831	303	301	2007	301	143	152	47	5757
445-545	394	1192	44	70	881	325	307	1994	305	151	162	55	5880
500-600	372	1185	48	66	937	324	296	2021	323	147	168	55	5942

P.M. PEAK HOUR

0500-0600



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

WEDNESDAY, JUNE 06, 2007

PERIOD:

07:00 AM TO 09:00 AM

INTERSECTION:

N/S

TOPANGA CANYON BOULEVARD

E/W

US-101 WB OFF - RAMP

FILE NUMBER:

38-AM CAR

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

700-715	0	357	0	115	0	0	0	308	0	164	0	0
715-730	0	377	0	104	0	0	0	346	0	189	0	0
730-745	0	373	0	119	0	0	0	413	0	135	0	0
745-800	0	389	0	101	0	0	0	425	0	130	0	0
800-815	0	363	0	94	0	0	0	467	0	122	0	0
815-830	0	381	0	85	0	0	0	431	0	128	0	0
830-845	0	332	0	110	0	0	0	429	0	113	0	0
845-900	0	346	0	134	0	0	0	422	0	146	0	0

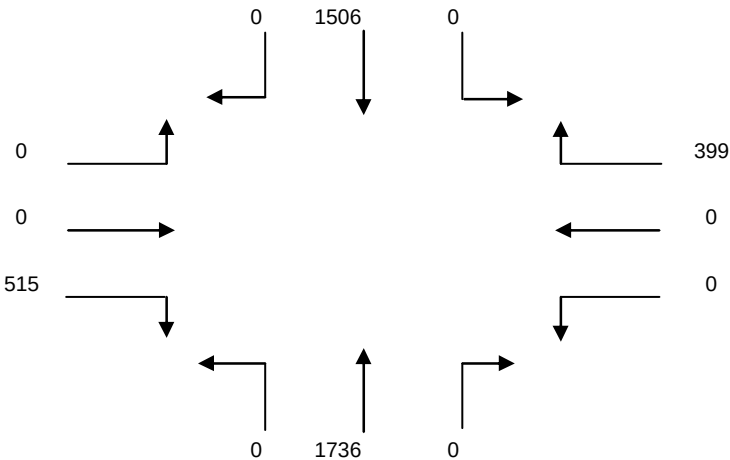
1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

700-800	0	1496	0	439	0	0	0	1492	0	618	0	0	4045
715-815	0	1502	0	418	0	0	0	1651	0	576	0	0	4147
730-830	0	1506	0	399	0	0	0	1736	0	515	0	0	4156
745-845	0	1465	0	390	0	0	0	1752	0	493	0	0	4100
800-900	0	1422	0	423	0	0	0	1749	0	509	0	0	4103

A.M. PEAK HOUR

0730-0830

US-101 WB OFF - RAMP



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

WEDNESDAY, JUNE 06, 2007

PERIOD:

04:00 PM TO 06:00 PM

INTERSECTION:

N/S TOPANGA CANYON BOULEVARD

E/W

US - 101 WB OFF RAMP

FILE NUMBER:

38-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

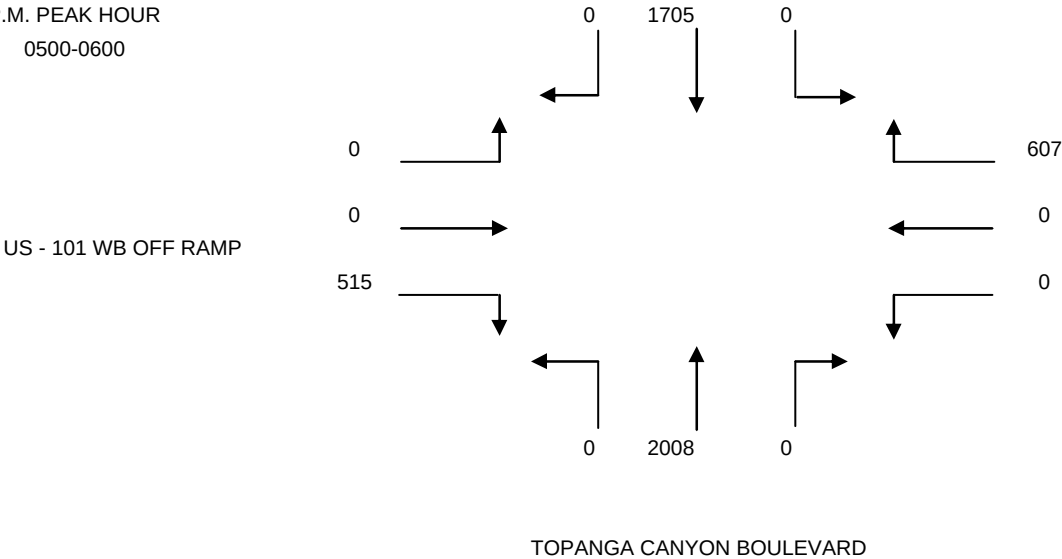
400-415	0	367	0	170	0	0	0	498	0	126	0	0
415-430	0	373	0	162	0	0	0	481	0	154	0	0
430-445	0	381	0	189	0	0	0	475	0	180	0	0
445-500	0	413	0	150	0	0	0	447	0	150	0	0
500-515	0	445	0	156	0	0	0	496	0	113	0	0
515-530	0	410	0	152	0	0	0	506	0	112	0	0
530-545	0	431	0	169	0	0	0	494	0	134	0	0
545-600	0	419	0	130	0	0	0	512	0	156	0	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

400-500	0	1534	0	671	0	0	0	1901	0	610	0	0	4716
415-515	0	1612	0	657	0	0	0	1899	0	597	0	0	4765
430-530	0	1649	0	647	0	0	0	1924	0	555	0	0	4775
445-545	0	1699	0	627	0	0	0	1943	0	509	0	0	4778
500-600	0	1705	0	607	0	0	0	2008	0	515	0	0	4835

P.M. PEAK HOUR

0500-0600



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: OWENSMOUTH AVENUE

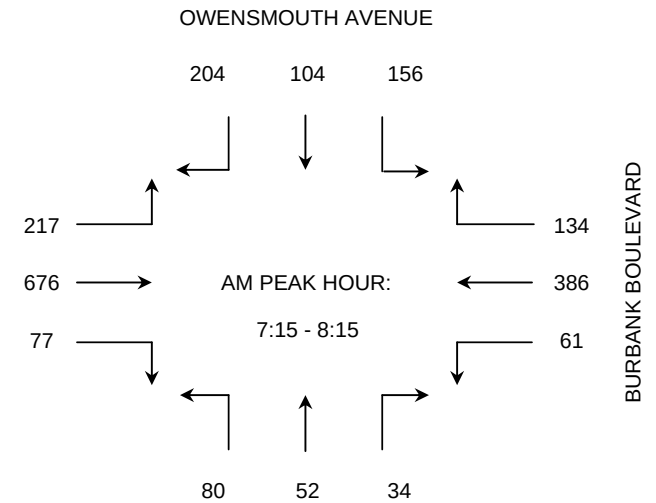
E/W STREET: BURBANK BOULEVARD

PERIOD: AM PEAK HOUR

DATE: TUESDAY May 22, 2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	16	90	22	42	180	16	21	12	8	23	15	22	467
7:15 - 7:30	10	76	38	61	160	21	21	9	9	22	19	35	481
7:30 - 7:45	18	130	29	55	201	24	18	14	7	50	29	74	649
7:45 - 8:00	9	95	34	41	127	16	25	18	10	45	33	38	491
8:00 - 8:15	24	85	33	60	188	16	16	11	8	39	23	57	560
8:15 - 8:30	16	48	42	82	121	24	22	6	16	33	14	39	463
8:30 - 8:45	17	32	37	60	114	26	14	12	10	40	15	60	437
8:45 - 9:00	19	37	31	54	107	30	18	20	16	38	18	33	421

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	53	391	123	199	668	77	85	53	34	140	96	169	2,088
7:15 - 8:15	61	386	134	217	676	77	80	52	34	156	104	204	2,181 *
7:30 - 8:30	67	358	138	238	637	80	81	49	41	167	99	208	2,163
7:45 - 8:45	66	260	146	243	550	82	77	47	44	157	85	194	1,951
8:00 - 9:00	76	202	143	256	530	96	70	49	50	150	70	189	1,881

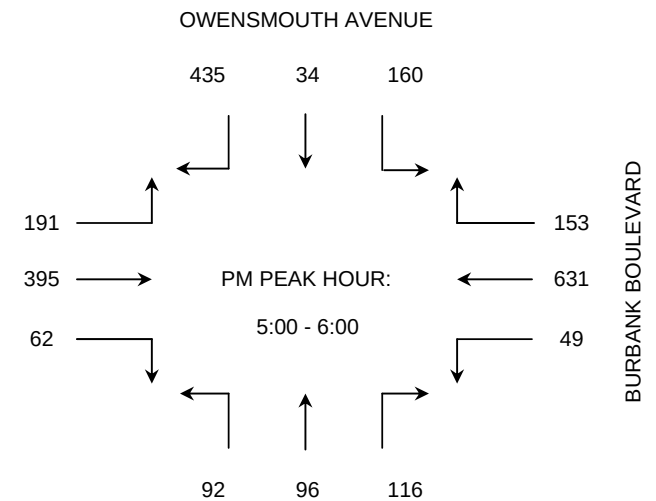


PERIOD: PM PEAK HOUR

DATE: TUESDAY May 22, 2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	16	172	32	37	110	22	22	12	32	46	6	78	585
4:15 - 4:30	12	162	41	39	98	26	27	14	16	38	8	60	541
4:30 - 4:45	10	158	38	41	108	12	16	20	21	25	7	76	532
4:45 - 5:00	18	162	32	45	63	12	27	22	12	22	6	96	517
5:00 - 5:15	13	147	27	50	86	19	29	21	38	43	7	92	572
5:15 - 5:30	14	146	44	47	90	14	27	33	27	39	6	105	592
5:30 - 5:45	6	168	43	54	99	10	15	19	20	30	10	131	605
5:45 - 6:00	16	170	39	40	120	19	21	23	31	48	11	107	645

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	56	654	143	162	379	72	92	68	81	131	27	310	2,175
4:15 - 5:15	53	629	138	175	355	69	99	77	87	128	28	324	2,162
4:30 - 5:30	55	613	141	183	347	57	99	96	98	129	26	369	2,213
4:45 - 5:45	51	623	146	196	338	55	98	95	97	134	29	424	2,286
5:00 - 6:00	49	631	153	191	395	62	92	96	116	160	34	435	2,414 *



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

WEDNESDAY, JUNE 06, 2007

PERIOD:

07:00 AM TO 09:00 AM

INTERSECTION:

N/S

CANOGA AVENUE

E/W

BURBANK BOULEVARD

FILE NUMBER:

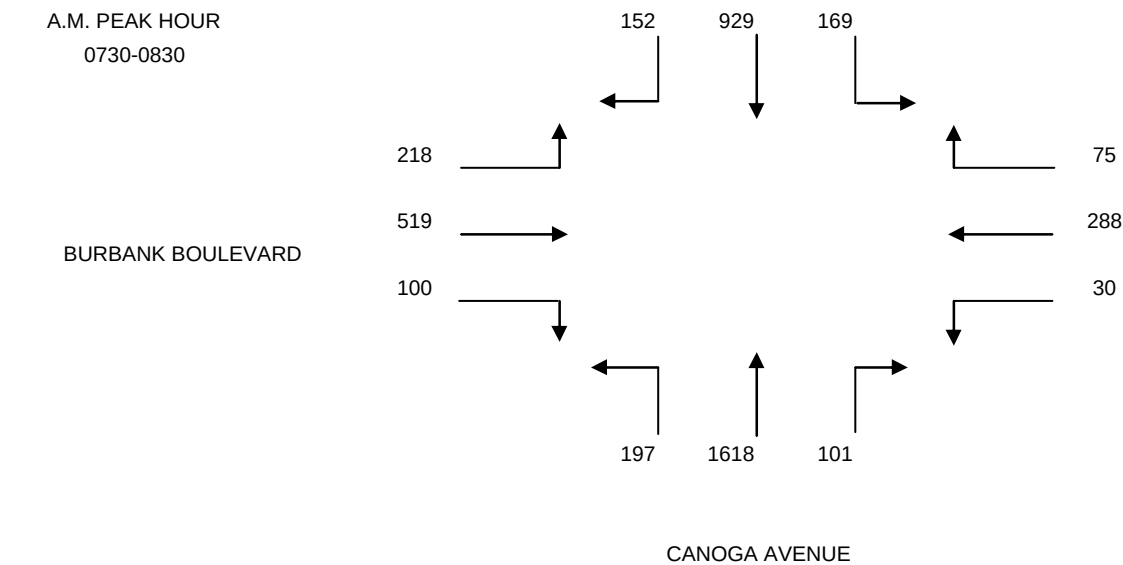
40-AM CAR

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

700-715	30	221	27	14	35	3	25	350	42	20	63	27
715-730	48	199	38	22	55	5	25	306	56	36	95	43
730-745	41	233	35	20	77	9	29	384	35	28	105	55
745-800	32	208	38	15	73	10	27	437	51	30	154	55
800-815	36	255	51	22	71	7	22	401	63	25	136	48
815-830	43	233	45	18	67	4	23	396	48	17	124	60
830-845	40	219	39	11	42	5	30	343	56	14	103	40
845-900	35	234	37	8	34	7	34	350	51	18	97	35

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

700-800	151	861	138	71	240	27	106	1477	184	114	417	180	3966
715-815	157	895	162	79	276	31	103	1528	205	119	490	201	4246
730-830	152	929	169	75	288	30	101	1618	197	100	519	218	4396
745-845	151	915	173	66	253	26	102	1577	218	86	517	203	4287
800-900	154	941	172	59	214	23	109	1490	218	74	460	183	4097



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

WEDNESDAY, JUNE 06, 2007

PERIOD:

04:00 PM TO 06:00 PM

INTERSECTION:

N/S

CANOGA AVENUE

E/W

BURBANK BOULEVARD

FILE NUMBER:

40-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

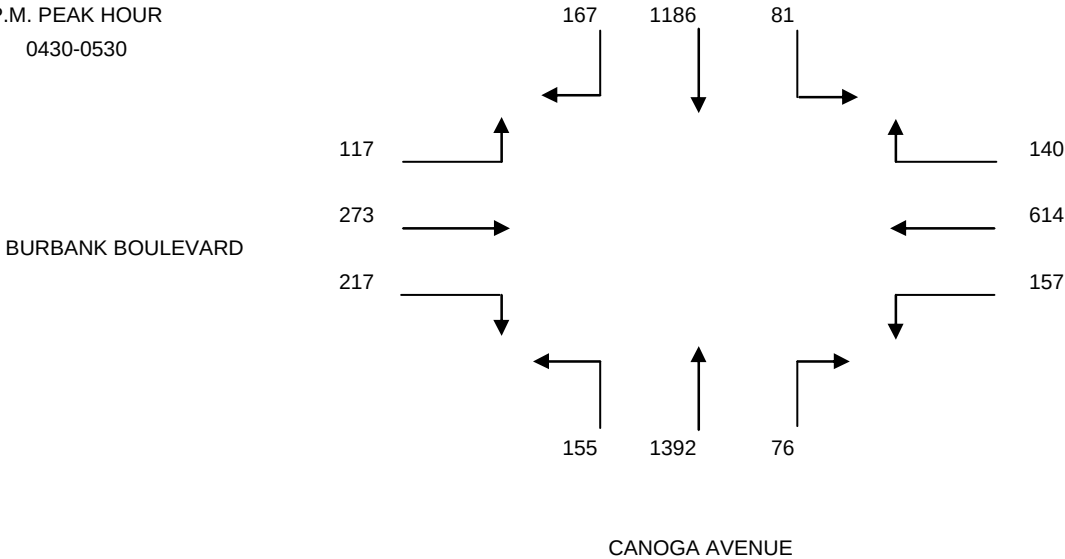
400-415	59	273	25	27	99	19	17	301	46	38	67	27
415-430	45	281	18	29	106	21	10	330	31	24	53	20
430-445	59	289	24	30	138	34	18	346	33	38	47	18
445-500	38	295	18	46	148	50	16	374	51	56	66	26
500-515	34	316	17	36	172	47	24	353	44	51	71	39
515-530	36	286	22	28	156	26	18	319	27	72	89	34
530-545	45	316	16	26	125	22	16	294	30	57	67	32
545-600	42	297	11	22	111	18	18	274	28	49	54	26

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

400-500	201	1138	85	132	491	124	61	1351	161	156	233	91	4224
415-515	176	1181	77	141	564	152	68	1403	159	169	237	103	4430
430-530	167	1186	81	140	614	157	76	1392	155	217	273	117	4575
445-545	153	1213	73	136	601	145	74	1340	152	236	293	131	4547
500-600	157	1215	66	112	564	113	76	1240	129	229	281	131	4313

P.M. PEAK HOUR

0430-0530



THE TRAFFIC SOLUTION

329 DIAMOND STREET

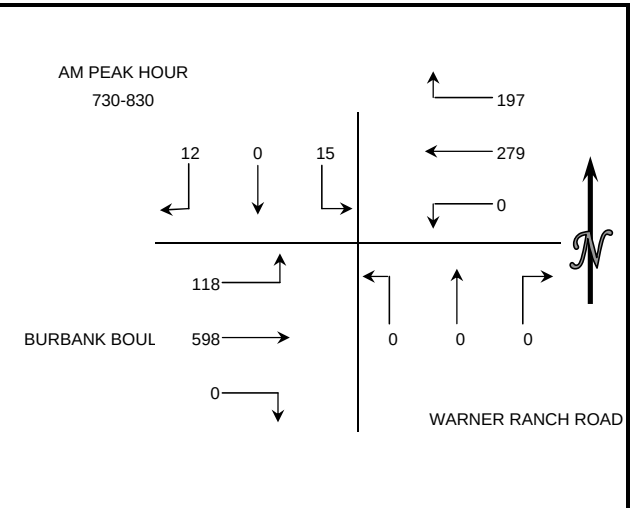
ARCADIA, CALIFORNIA 91006

626.446.7978

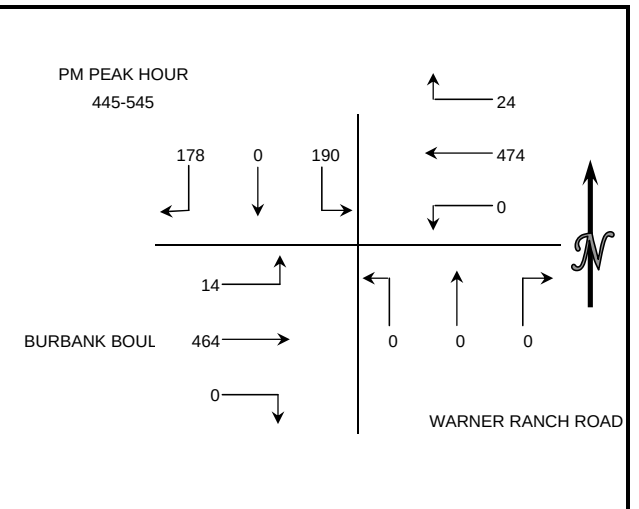
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY DECEMBER 11, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S WARNER RANCH ROAD
 E/W BURBANK BOULEVARD
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	1	0	2	22	46	0	0	0	0	0	70	18	159
715-730	1	0	5	31	73	0	0	0	0	0	112	21	243
730-745	7	0	2	38	71	0	0	0	0	0	124	29	271
745-800	0	0	9	50	61	0	0	0	0	0	178	34	332
800-815	2	0	2	47	75	0	0	0	0	0	163	32	321
815-830	3	0	2	62	72	0	0	0	0	0	133	23	295
830-845	8	0	3	50	58	0	0	0	0	0	120	17	256
845-900	2	0	5	51	64	0	0	0	0	0	106	25	253
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	9	0	18	141	251	0	0	0	0	0	484	102	1005
715-815	10	0	18	166	280	0	0	0	0	0	577	116	1167
730-830	12	0	15	197	279	0	0	0	0	0	598	118	1219
745-845	13	0	16	209	266	0	0	0	0	0	594	106	1204
800-900	15	0	12	210	269	0	0	0	0	0	522	97	1125



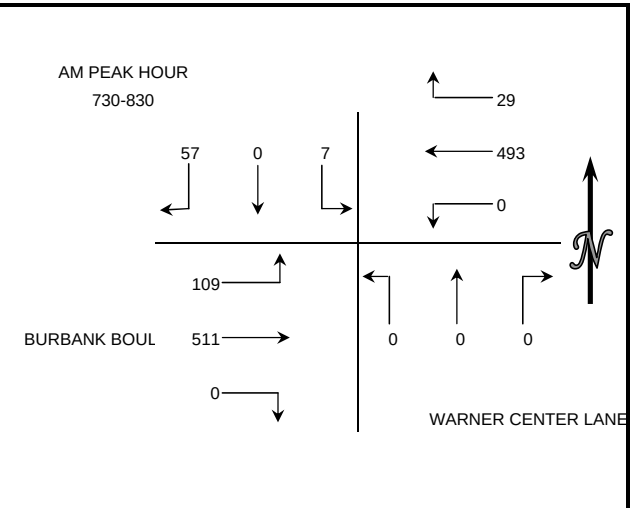
15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	30	0	21	6	81	0	0	0	0	0	84	3	225
415-430	27	0	19	7	98	0	0	0	0	0	90	2	243
430-445	37	0	43	5	112	0	0	0	0	0	99	1	297
445-500	38	0	44	6	101	0	0	0	0	0	101	5	295
500-515	55	0	65	7	144	0	0	0	0	0	139	2	412
515-530	47	0	45	6	113	0	0	0	0	0	117	3	331
530-545	38	0	36	5	116	0	0	0	0	0	107	4	306
545-600	28	0	38	3	73	0	0	0	0	0	90	0	232
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	132	0	127	24	392	0	0	0	0	0	374	11	1060
415-515	157	0	171	25	455	0	0	0	0	0	429	10	1247
430-530	177	0	197	24	470	0	0	0	0	0	456	11	1335
445-545	178	0	190	24	474	0	0	0	0	0	464	14	1344
500-600	168	0	184	21	446	0	0	0	0	0	453	9	1281



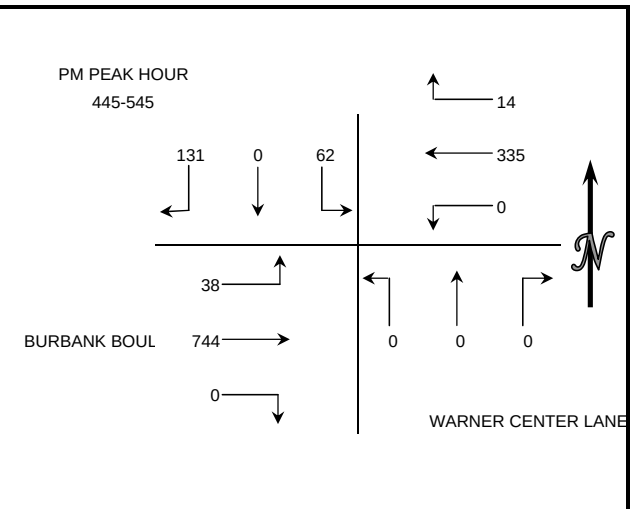
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY DECEMBER 11, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S WARNER CENTER LANE
 E/W BURBANK BOULEVARD
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	4	0	1	3	80	0	0	0	0	0	50	6	144
715-730	11	0	2	6	100	0	0	0	0	0	82	20	221
730-745	13	0	3	7	125	0	0	0	0	0	120	25	293
745-800	12	0	1	7	132	0	0	0	0	0	148	30	330
800-815	15	0	2	8	112	0	0	0	0	0	127	27	291
815-830	17	0	1	7	124	0	0	0	0	0	116	27	292
830-845	13	0	7	5	114	0	0	0	0	0	101	24	264
845-900	10	0	2	12	111	0	0	0	0	0	98	17	250
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	40	0	7	23	437	0	0	0	0	0	400	81	988
715-815	51	0	8	28	469	0	0	0	0	0	477	102	1135
730-830	57	0	7	29	493	0	0	0	0	0	511	109	1206
745-845	57	0	11	27	482	0	0	0	0	0	492	108	1177
800-900	55	0	12	32	461	0	0	0	0	0	442	95	1097



15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	16	0	19	3	96	0	0	0	0	0	145	9	288
415-430	14	0	12	4	84	0	0	0	0	0	130	10	254
430-445	19	0	23	2	82	0	0	0	0	0	156	5	287
445-500	27	0	17	6	78	0	0	0	0	0	179	12	319
500-515	40	0	19	5	90	0	0	0	0	0	230	12	396
515-530	28	0	13	2	82	0	0	0	0	0	172	11	308
530-545	36	0	13	1	85	0	0	0	0	0	163	3	301
545-600	20	0	8	1	50	0	0	0	0	0	120	9	208
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	76	0	71	15	340	0	0	0	0	0	610	36	1148
415-515	100	0	71	17	334	0	0	0	0	0	695	39	1256
430-530	114	0	72	15	332	0	0	0	0	0	737	40	1310
445-545	131	0	62	14	335	0	0	0	0	0	744	38	1324
500-600	124	0	53	9	307	0	0	0	0	0	685	35	1213



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: DE SOTO AVENUE

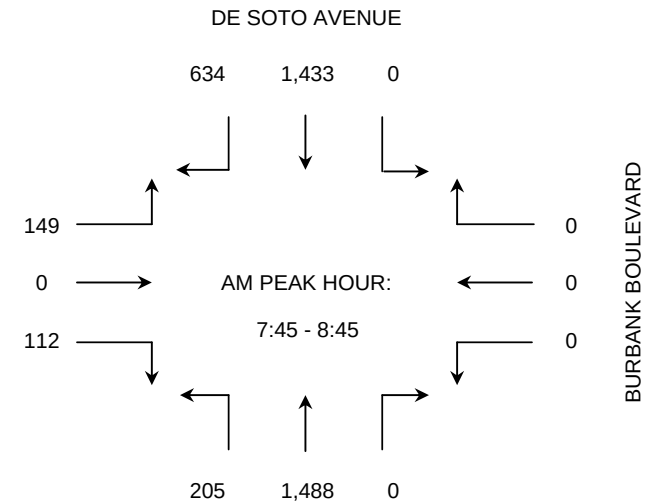
E/W STREET: BURBANK BOULEVARD

PERIOD: AM PEAK HOUR

DATE: TUESDAY June 7, 2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	0	0	0	13	0	18	40	235	0	0	279	127	712
7:15 - 7:30	0	0	0	20	0	26	40	273	0	0	377	120	856
7:30 - 7:45	0	0	0	31	0	39	34	324	0	0	420	115	963
7:45 - 8:00	0	0	0	41	0	35	34	401	0	0	416	148	1,075
8:00 - 8:15	0	0	0	36	0	25	60	398	0	0	320	157	996
8:15 - 8:30	0	0	0	38	0	30	60	339	0	0	342	162	971
8:30 - 8:45	0	0	0	34	0	22	51	350	0	0	355	167	979
8:45 - 9:00	0	0	0	34	0	25	57	343	0	0	317	128	904

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	0	0	0	105	0	118	148	1,233	0	0	1,492	510	3,606
7:15 - 8:15	0	0	0	128	0	125	168	1,396	0	0	1,533	540	3,890
7:30 - 8:30	0	0	0	146	0	129	188	1,462	0	0	1,498	582	4,005
7:45 - 8:45	0	0	0	149	0	112	205	1,488	0	0	1,433	634	4,021 *
8:00 - 9:00	0	0	0	142	0	102	228	1,430	0	0	1,334	614	3,850

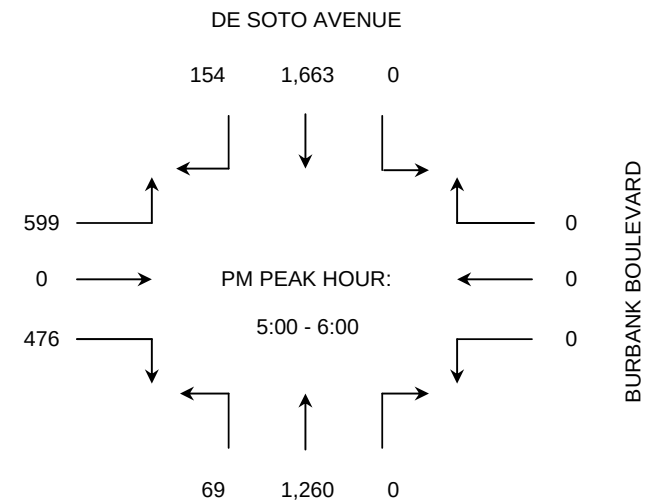


PERIOD: PM PEAK HOUR

DATE: TUESDAY June 7, 2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	0	0	0	126	0	99	18	327	0	0	342	44	956
4:15 - 4:30	0	0	0	124	0	107	22	322	0	0	342	43	960
4:30 - 4:45	0	0	0	141	0	105	21	345	0	0	339	31	982
4:45 - 5:00	0	0	0	133	0	106	20	232	0	0	322	35	848
5:00 - 5:15	0	0	0	175	0	116	14	314	0	0	401	38	1,058
5:15 - 5:30	0	0	0	155	0	125	25	326	0	0	418	47	1,096
5:30 - 5:45	0	0	0	149	0	133	13	328	0	0	419	38	1,080
5:45 - 6:00	0	0	0	120	0	102	17	292	0	0	425	31	987

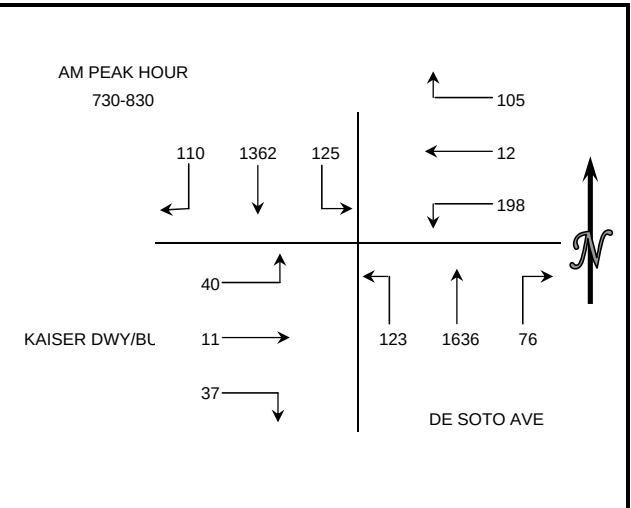
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	0	0	0	524	0	417	81	1,226	0	0	1,345	153	3,746
4:15 - 5:15	0	0	0	573	0	434	77	1,213	0	0	1,404	147	3,848
4:30 - 5:30	0	0	0	604	0	452	80	1,217	0	0	1,480	151	3,984
4:45 - 5:45	0	0	0	612	0	480	72	1,200	0	0	1,560	158	4,082
5:00 - 6:00	0	0	0	599	0	476	69	1,260	0	0	1,663	154	4,221 *



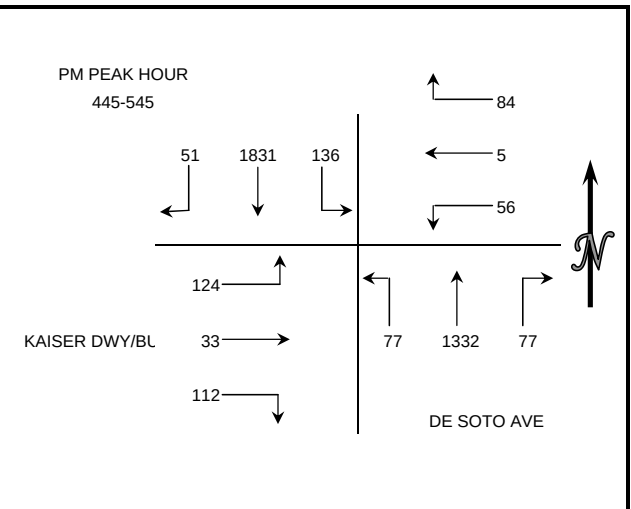
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY DECEMBER 11, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S DE SOTO AVENUE
 E/W KAISER DWY/BURBANK BLVD
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	16	250	17	13	1	19	8	255	16	3	1	1	600
715-730	24	278	49	32	0	31	12	263	18	11	0	15	733
730-745	26	356	52	32	4	65	26	381	14	12	2	17	987
745-800	22	329	47	32	2	68	35	460	37	8	8	13	1061
800-815	31	352	19	28	2	34	11	440	23	11	0	4	955
815-830	31	325	7	13	4	31	4	355	49	6	1	6	832
830-845	54	323	12	12	4	9	3	323	41	6	0	7	794
845-900	48	318	9	8	3	16	8	383	57	6	0	8	864
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	88	1213	165	109	7	183	81	1359	85	34	11	46	3381
715-815	103	1315	167	124	8	198	84	1544	92	42	10	49	3736
730-830	110	1362	125	105	12	198	76	1636	123	37	11	40	3835
745-845	138	1329	85	85	12	142	53	1578	150	31	9	30	3642
800-900	164	1318	47	61	13	90	26	1501	170	29	1	25	3445



15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	14	312	16	19	4	18	24	335	37	45	5	50	879
415-430	25	425	24	16	0	19	13	323	20	29	8	25	927
430-445	13	430	21	15	1	14	13	312	17	36	8	35	915
445-500	6	491	20	23	1	14	13	342	32	35	3	27	1007
500-515	17	412	40	29	2	15	19	306	13	34	19	56	962
515-530	19	455	37	13	2	10	18	329	12	24	9	20	948
530-545	9	473	39	19	0	17	27	355	20	19	2	21	1001
545-600	17	363	22	18	0	14	21	344	13	10	6	9	837
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	58	1658	81	73	6	65	63	1312	106	145	24	137	3728
415-515	61	1758	105	83	4	62	58	1283	82	134	38	143	3811
430-530	55	1788	118	80	6	53	63	1289	74	129	39	138	3832
445-545	51	1831	136	84	5	56	77	1332	77	112	33	124	3918
500-600	62	1703	138	79	4	56	85	1334	58	87	36	106	3748



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Shoup Ave

E/W STREET: Ventura Blvd

PERIOD: AM Peak Hour

DATE: THURSDAY 5/17/2007

Prepared by: National Data & Surveying Services
Project # 07-2249-012



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	9	131	43	16	203	6	7	26	29	142	16	44	672
7:15 - 7:30	11	160	58	12	219	9	11	45	28	134	25	71	783
7:30 - 7:45	7	189	68	10	233	12	16	76	28	149	37	63	888
7:45 - 8:00	18	203	87	16	250	23	16	101	38	164	63	77	1,056
8:00 - 8:15	10	201	80	13	254	11	19	88	33	147	36	59	951
8:15 - 8:30	12	234	59	23	233	12	14	81	23	149	32	60	932
8:30 - 8:45	13	219	59	19	177	6	12	66	21	143	26	53	814
8:45 - 9:00	18	237	64	18	222	4	11	75	26	178	25	52	930

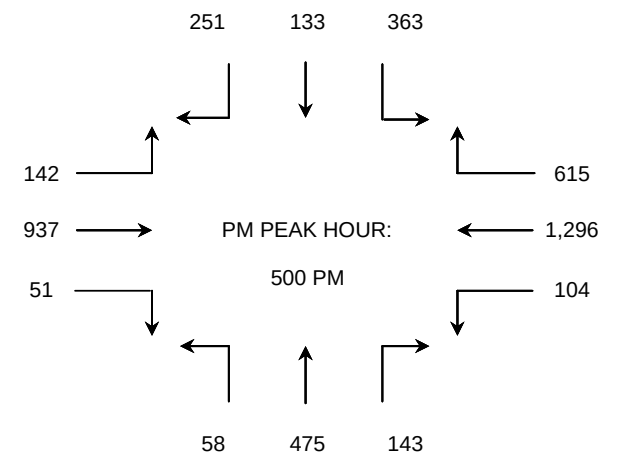
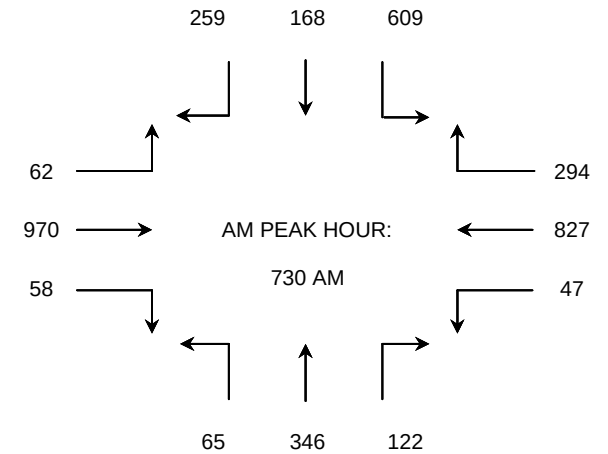
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	45	683	256	54	905	50	50	248	123	589	141	255	3,399
7:15 - 8:15	46	753	293	51	956	55	62	310	127	594	161	270	3,678
7:30 - 8:30	47	827	294	62	970	58	65	346	122	609	168	259	3,827 *
7:45 - 8:45	53	857	285	71	914	52	61	336	115	603	157	249	3,753
8:00 - 9:00	53	891	262	73	886	33	56	310	103	617	119	224	3,627

PERIOD: PM Peak Hour

DATE: THURSDAY 5/17/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	23	334	120	23	242	10	7	104	33	85	43	71	1,095
4:15 - 4:30	24	298	137	21	250	24	13	108	19	78	32	48	1,052
4:30 - 4:45	18	312	117	30	238	17	12	104	32	83	49	58	1,070
4:45 - 5:00	15	279	138	28	223	16	13	90	33	80	43	38	996
5:00 - 5:15	22	339	154	44	219	12	13	92	40	98	27	60	1,120
5:15 - 5:30	25	341	159	22	260	13	15	142	34	87	40	67	1,205
5:30 - 5:45	27	306	153	45	243	11	17	119	45	94	27	72	1,159
5:45 - 6:00	30	310	149	31	215	15	13	122	24	84	39	52	1,084

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	80	1,223	512	102	953	67	45	406	117	326	167	215	4,213
4:15 - 5:15	79	1,228	546	123	930	69	51	394	124	339	151	204	4,238
4:30 - 5:30	80	1,271	568	124	940	58	53	428	139	348	159	223	4,391
4:45 - 5:45	89	1,265	604	139	945	52	58	443	152	359	137	237	4,480
5:00 - 6:00	104	1,296	615	142	937	51	58	475	143	363	133	251	4,568 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Ventura Blvd

E/W STREET: US 101 EB on-off ramps

PERIOD: AM Peak Hour

DATE: TUESDAY 5/22/2007

Prepared by: National Data & Surveying Services
Project # 07-2249-013



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	7	65	10	211	96	0	0	0	220	0	0	0	609
7:15 - 7:30	0	110	11	194	174	0	0	0	294	0	0	0	783
7:30 - 7:45	9	212	10	188	221	0	0	0	330	0	0	0	970
7:45 - 8:00	0	293	11	248	247	1	0	0	373	0	0	0	1,173
8:00 - 8:15	0	294	14	223	200	0	0	0	378	0	0	0	1,109
8:15 - 8:30	10	233	10	217	187	3	0	0	404	0	0	0	1,064
8:30 - 8:45	0	177	19	212	185	0	0	0	289	0	0	0	882
8:45 - 9:00	6	202	2	225	177	1	0	0	296	0	0	0	909

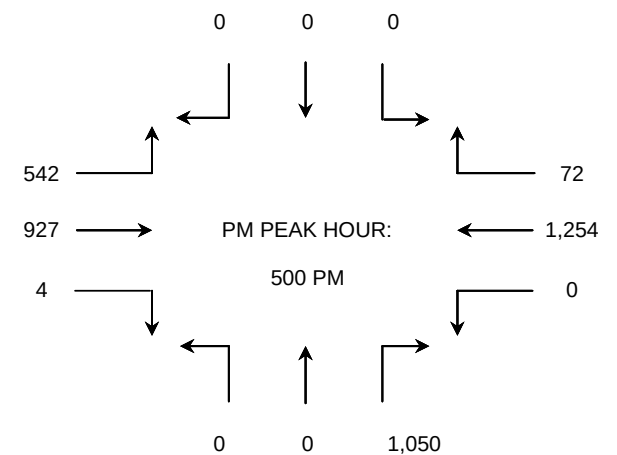
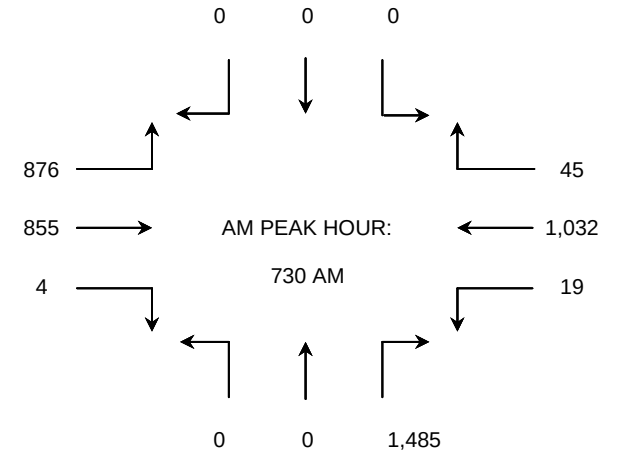
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	16	680	42	841	738	1	0	0	1,217	0	0	0	3,535
7:15 - 8:15	9	909	46	853	842	1	0	0	1,375	0	0	0	4,035
7:30 - 8:30	19	1,032	45	876	855	4	0	0	1,485	0	0	0	4,316 *
7:45 - 8:45	10	997	54	900	819	4	0	0	1,444	0	0	0	4,228
8:00 - 9:00	16	906	45	877	749	4	0	0	1,367	0	0	0	3,964

PERIOD: PM Peak Hour

DATE: TUESDAY 5/22/2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	0	284	13	98	234	3	0	0	281	0	0	0	913
4:15 - 4:30	0	267	12	126	239	1	0	0	240	0	0	0	885
4:30 - 4:45	0	290	20	107	245	0	0	0	228	0	0	0	890
4:45 - 5:00	0	292	8	114	200	0	0	0	216	0	0	0	830
5:00 - 5:15	0	340	31	130	212	0	0	0	259	0	0	0	972
5:15 - 5:30	0	316	14	146	246	0	0	0	272	0	0	0	994
5:30 - 5:45	0	318	19	159	238	4	0	0	254	0	0	0	992
5:45 - 6:00	0	280	8	107	231	0	0	0	265	0	0	0	891

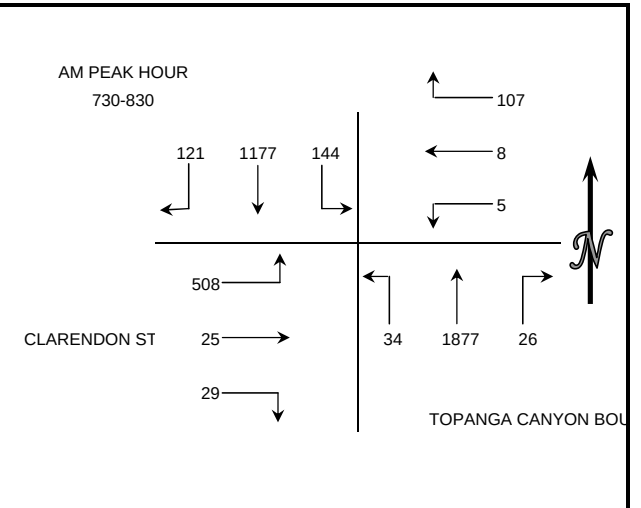
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	0	1,133	53	445	918	4	0	0	965	0	0	0	3,518
4:15 - 5:15	0	1,189	71	477	896	1	0	0	943	0	0	0	3,577
4:30 - 5:30	0	1,238	73	497	903	0	0	0	975	0	0	0	3,686
4:45 - 5:45	0	1,266	72	549	896	4	0	0	1,001	0	0	0	3,788
5:00 - 6:00	0	1,254	72	542	927	4	0	0	1,050	0	0	0	3,849 *



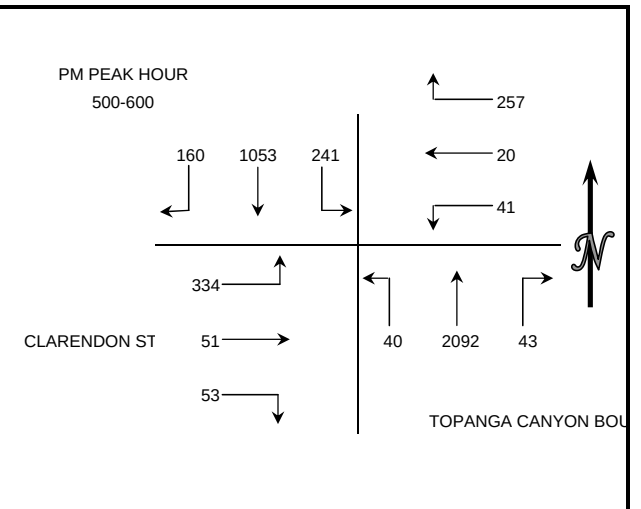
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY DECEMBER 11, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S TOPANGA CANYON BOULEVARD
 E/W CLARENDON STREET
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	23	306	24	16	0	1	7	306	9	5	4	78	779
715-730	31	339	34	29	0	1	8	342	4	2	4	77	871
730-745	24	312	26	30	3	0	6	417	9	8	4	131	970
745-800	29	318	25	17	1	3	4	486	2	5	4	135	1029
800-815	33	272	38	26	3	0	11	494	11	7	12	114	1021
815-830	35	275	55	34	1	2	5	480	12	9	5	128	1041
830-845	37	228	29	18	0	4	4	460	5	7	1	105	898
845-900	27	271	45	22	5	3	6	427	9	7	6	89	917
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	107	1275	109	92	4	5	25	1551	24	20	16	421	3649
715-815	117	1241	123	102	7	4	29	1739	26	22	24	457	3891
730-830	121	1177	144	107	8	5	26	1877	34	29	25	508	4061
745-845	134	1093	147	95	5	9	24	1920	30	28	22	482	3989
800-900	132	1046	167	100	9	9	26	1861	37	30	24	436	3877



15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	49	244	53	65	7	10	15	456	10	18	15	64	1006
415-430	39	281	63	72	7	18	12	504	10	14	20	58	1098
430-445	55	299	66	72	10	5	11	515	12	11	16	95	1167
445-500	42	231	54	45	3	3	13	521	5	18	13	77	1025
500-515	32	231	63	72	4	10	12	524	11	12	17	86	1074
515-530	32	270	41	64	9	12	12	525	14	10	9	78	1076
530-545	43	262	66	58	4	7	9	525	6	21	15	95	1111
545-600	53	290	71	63	3	12	10	518	9	10	10	75	1124
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	185	1055	236	254	27	36	51	1996	37	61	64	294	4296
415-515	168	1042	246	261	24	36	48	2064	38	55	66	316	4364
430-530	161	1031	224	253	26	30	48	2085	42	51	55	336	4342
445-545	149	994	224	239	20	32	46	2095	36	61	54	336	4286
500-600	160	1053	241	257	20	41	43	2092	40	53	51	334	4385



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

THURSDAY, JUNE 07, 2007

PERIOD:

07:00 AM TO 09:00 AM

INTERSECTION:

N/S

TOPANGA CANYON BOULEVARD

E/W

VENTURA BOULEVARD

FILE NUMBER:

48-AM CAR

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

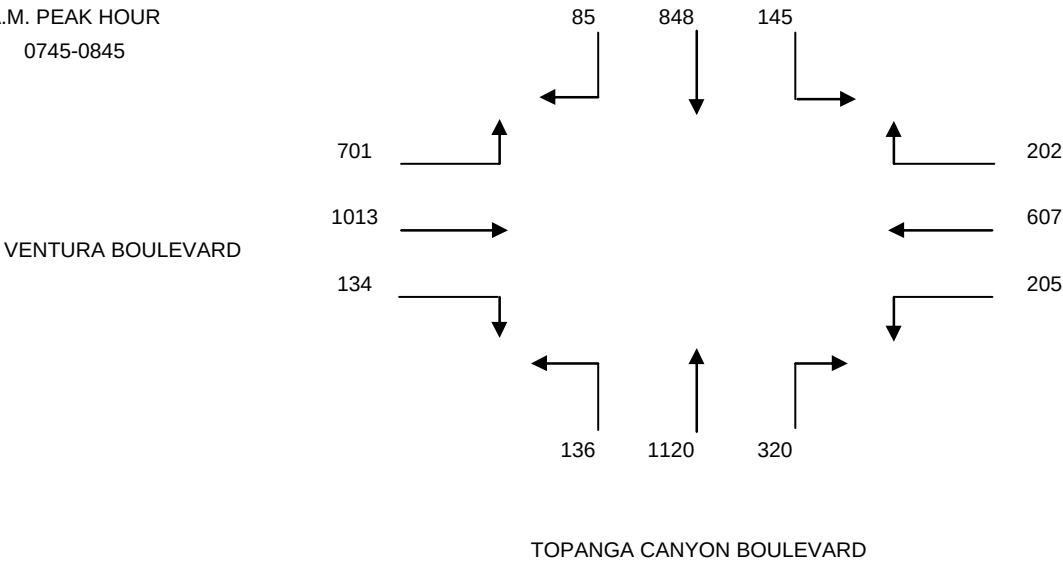
700-715	19	273	28	22	89	50	61	232	12	31	181	117
715-730	22	236	43	34	91	83	53	263	23	22	229	143
730-745	25	181	47	46	134	56	75	297	30	39	273	166
745-800	16	191	32	34	112	56	76	278	21	37	287	152
800-815	16	248	35	59	162	48	84	304	39	38	267	189
815-830	25	213	31	47	182	42	62	270	36	24	202	166
830-845	28	196	47	62	151	59	98	268	40	35	257	194
845-900	25	188	46	55	114	45	55	249	31	21	222	182

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

700-800	82	881	150	136	426	245	265	1070	86	129	970	578	5018
715-815	79	856	157	173	499	243	288	1142	113	136	1056	650	5392
730-830	82	833	145	186	590	202	297	1149	126	138	1029	673	5450
745-845	85	848	145	202	607	205	320	1120	136	134	1013	701	5516
800-900	94	845	159	223	609	194	299	1091	146	118	948	731	5457

A.M. PEAK HOUR

0745-0845



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

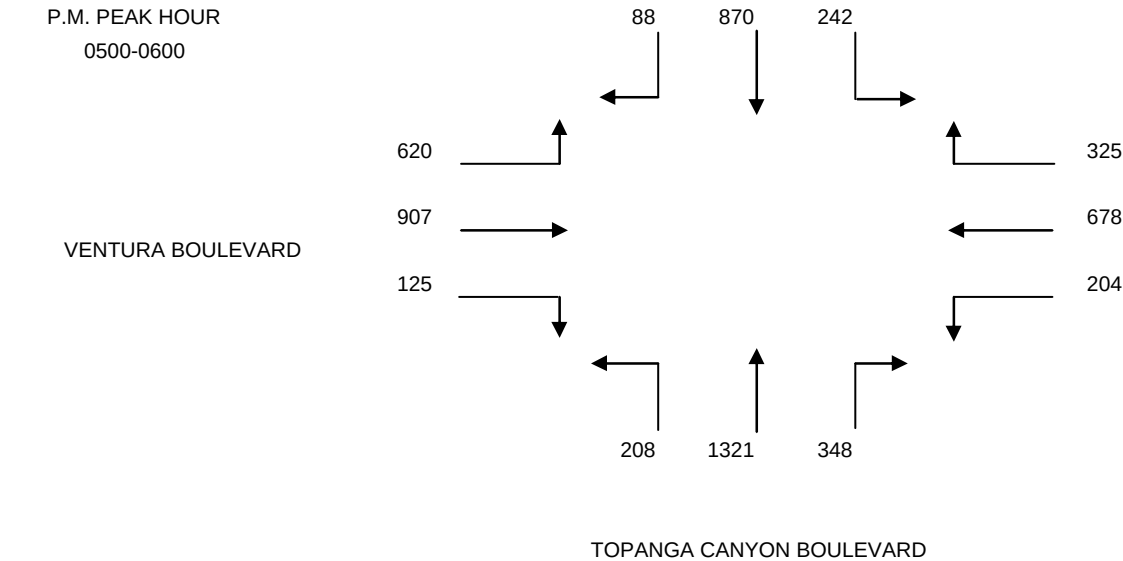
CLIENT: CRAIN AND ASSOCIATES
 PROJECT: WESTFIELD WEST VALLEY II
 DATE: THURSDAY, JUNE 07, 2007
 PERIOD: 04:00 PM TO 06:00 PM
 INTERSECTION: N/S TOPANGA CANYON BOULEVARD
 E/W VENTURA BOULEVARD
 FILE NUMBER: 48-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

400-415	23	236	75	60	132	53	78	333	31	39	277	150
415-430	17	220	57	59	141	33	108	368	45	27	262	116
430-445	23	185	40	73	180	53	89	392	32	31	219	156
445-500	22	163	42	79	168	41	113	373	33	27	227	155
500-515	19	175	58	76	167	42	100	339	44	46	244	169
515-530	19	217	54	75	158	41	81	307	49	30	218	137
530-545	27	246	63	97	189	60	73	322	55	27	234	163
545-600	23	232	67	77	164	61	94	353	60	22	211	151

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

400-500	85	804	214	271	621	180	388	1466	141	124	985	577	5856
415-515	81	743	197	287	656	169	410	1472	154	131	952	596	5848
430-530	83	740	194	303	673	177	383	1411	158	134	908	617	5781
445-545	87	801	217	327	682	184	367	1341	181	130	923	624	5864
500-600	88	870	242	325	678	204	348	1321	208	125	907	620	5936



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

THURSDAY, JUNE 07, 2007

PERIOD:

07:00 AM TO 09:00 AM

INTERSECTION:

N/S CANOGA AVENUE

E/W

US-101 WB OFF - RAMP

FILE NUMBER:

42-AM CAR

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

700-715	0	203	0	260	0	42	0	166	0	0	0	0
715-730	0	227	0	223	0	30	0	184	0	0	0	0
730-745	0	244	0	229	0	41	0	211	0	0	0	0
745-800	0	286	0	268	0	31	0	245	0	0	0	0
800-815	0	256	0	234	0	54	0	230	0	0	0	0
815-830	0	228	0	229	0	53	0	233	0	0	0	0
830-845	0	248	0	250	0	45	0	232	0	0	0	0
845-900	0	264	0	284	0	53	0	211	0	0	0	0

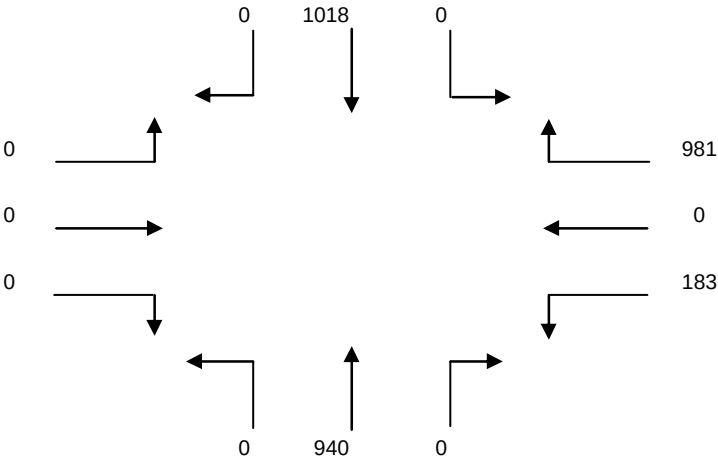
1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

700-800	0	960	0	980	0	144	0	806	0	0	0	0	2890
715-815	0	1013	0	954	0	156	0	870	0	0	0	0	2993
730-830	0	1014	0	960	0	179	0	919	0	0	0	0	3072
745-845	0	1018	0	981	0	183	0	940	0	0	0	0	3122
800-900	0	996	0	997	0	205	0	906	0	0	0	0	3104

A.M. PEAK HOUR

0745-0845

US-101 WB OFF - RAMP



CANOGA AVENUE

THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

THURSDAY, JUNE 07, 2007

PERIOD:

04:00 PM TO 06:00 PM

INTERSECTION:

N/S CANOGA AVENUE

E/W

US - 101 WB OFF - RAMP

FILE NUMBER:

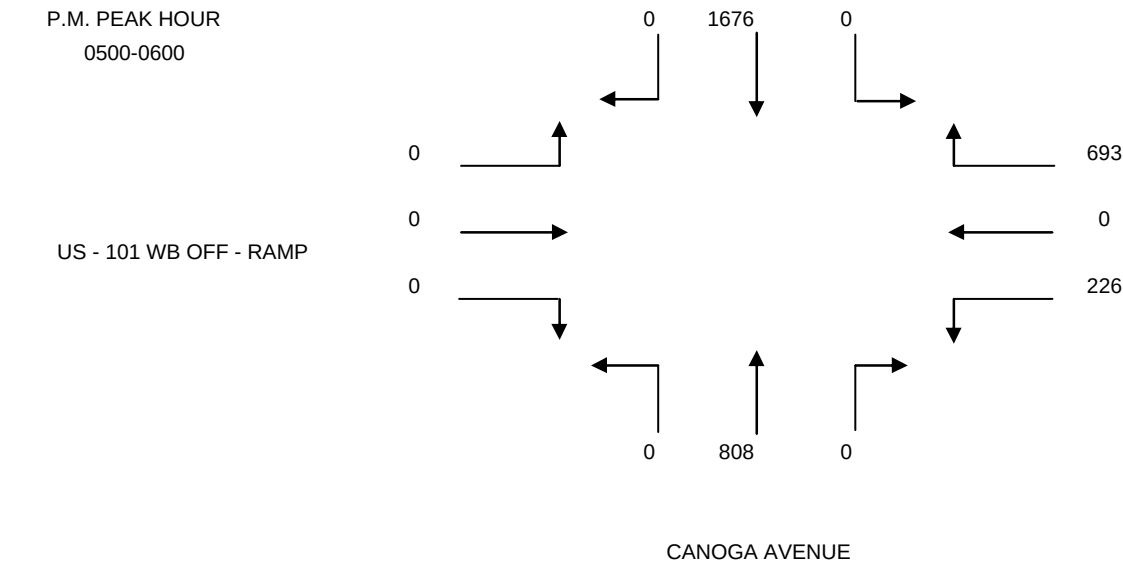
42-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

400-415	0	360	0	174	0	43	0	178	0	0	0	0
415-430	0	366	0	183	0	53	0	193	0	0	0	0
430-445	0	416	0	165	0	70	0	178	0	0	0	0
445-500	0	413	0	180	0	69	0	204	0	0	0	0
500-515	0	412	0	182	0	58	0	209	0	0	0	0
515-530	0	424	0	161	0	44	0	191	0	0	0	0
530-545	0	438	0	152	0	61	0	177	0	0	0	0
545-600	0	402	0	198	0	63	0	231	0	0	0	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

400-500	0	1555	0	702	0	235	0	753	0	0	0	0	3245
415-515	0	1607	0	710	0	250	0	784	0	0	0	0	3351
430-530	0	1665	0	688	0	241	0	782	0	0	0	0	3376
445-545	0	1687	0	675	0	232	0	781	0	0	0	0	3375
500-600	0	1676	0	693	0	226	0	808	0	0	0	0	3403



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

THURSDAY, JUNE 07, 2007

PERIOD:

07:00 AM TO 09:00 AM

INTERSECTION:

N/S

CANOGA AVENUE

E/W

US-101 EB ON - RAMP

FILE NUMBER:

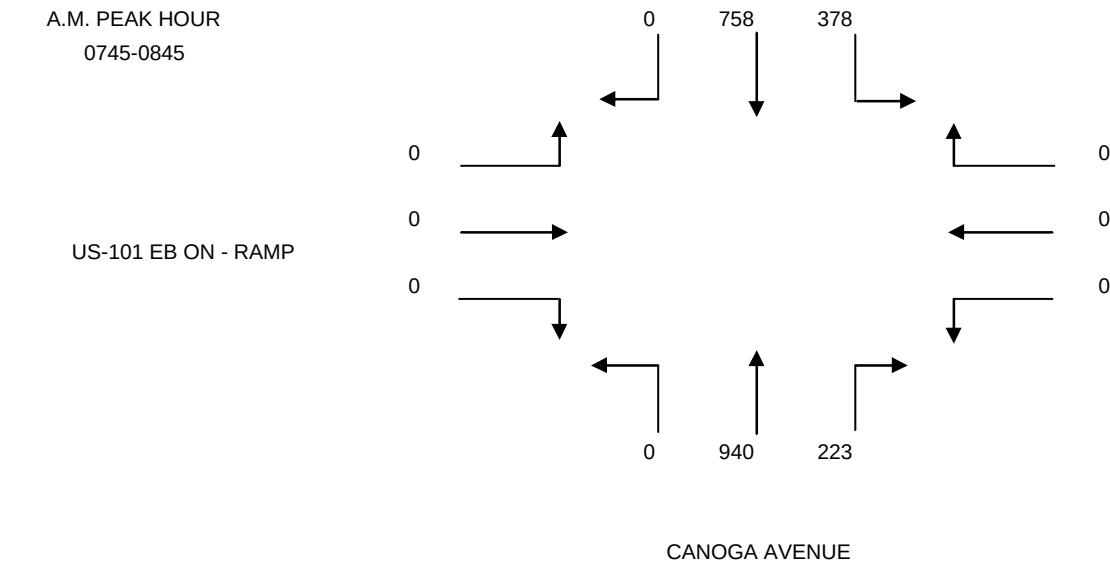
43-AM CAR

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

700-715	0	134	118	0	0	0	41	166	0	0	0	0
715-730	0	173	107	0	0	0	48	184	0	0	0	0
730-745	0	164	91	0	0	0	48	211	0	0	0	0
745-800	0	207	101	0	0	0	61	245	0	0	0	0
800-815	0	171	96	0	0	0	49	230	0	0	0	0
815-830	0	204	89	0	0	0	58	233	0	0	0	0
830-845	0	176	92	0	0	0	55	232	0	0	0	0
845-900	0	212	92	0	0	0	54	211	0	0	0	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

700-800	0	678	417	0	0	0	198	806	0	0	0	0	2099
715-815	0	715	395	0	0	0	206	870	0	0	0	0	2186
730-830	0	746	377	0	0	0	216	919	0	0	0	0	2258
745-845	0	758	378	0	0	0	223	940	0	0	0	0	2299
800-900	0	763	369	0	0	0	216	906	0	0	0	0	2254



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

THURSDAY, JUNE 07, 2007

PERIOD:

04:00 PM TO 06:00 PM

INTERSECTION:

N/S

CANOGA AVENUE

E/W

US - 101 EB ON - RAMP

FILE NUMBER:

43-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

400-415	0	170	217	0	0	0	67	152	0	0	0	0
415-430	0	209	199	0	0	0	63	181	0	0	0	0
430-445	0	259	213	0	0	0	69	190	0	0	0	0
445-500	0	261	233	0	0	0	69	211	0	0	0	0
500-515	0	235	223	0	0	0	91	188	0	0	0	0
515-530	0	260	237	0	0	0	76	213	0	0	0	0
530-545	0	241	198	0	0	0	88	183	0	0	0	0
545-600	0	255	225	0	0	0	90	209	0	0	0	0

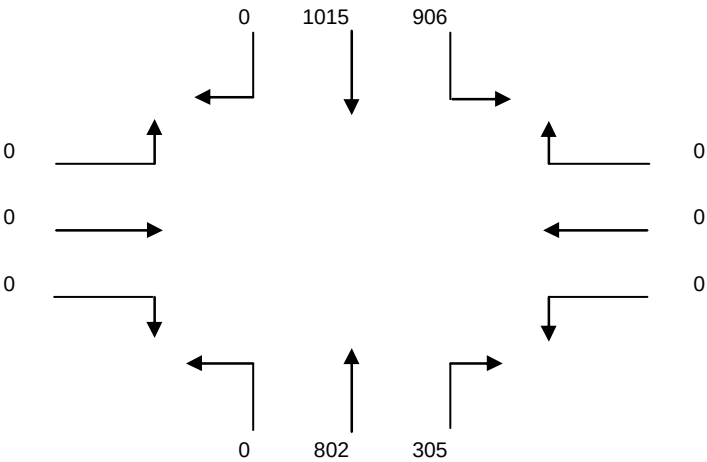
1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

400-500	0	899	862	0	0	0	268	734	0	0	0	0	2763
415-515	0	964	868	0	0	0	292	770	0	0	0	0	2894
430-530	0	1015	906	0	0	0	305	802	0	0	0	0	3028
445-545	0	997	891	0	0	0	324	795	0	0	0	0	3007
500-600	0	991	883	0	0	0	345	793	0	0	0	0	3012

P.M. PEAK HOUR

0430-0530

US - 101 EB ON - RAMP



CANOGA AVENUE

THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

THURSDAY, JUNE 07, 2007

PERIOD:

07:00 AM TO 09:00 AM

INTERSECTION:

N/S

CANOGA AVENUE

E/W

VENTURA BOULEVARD

FILE NUMBER:

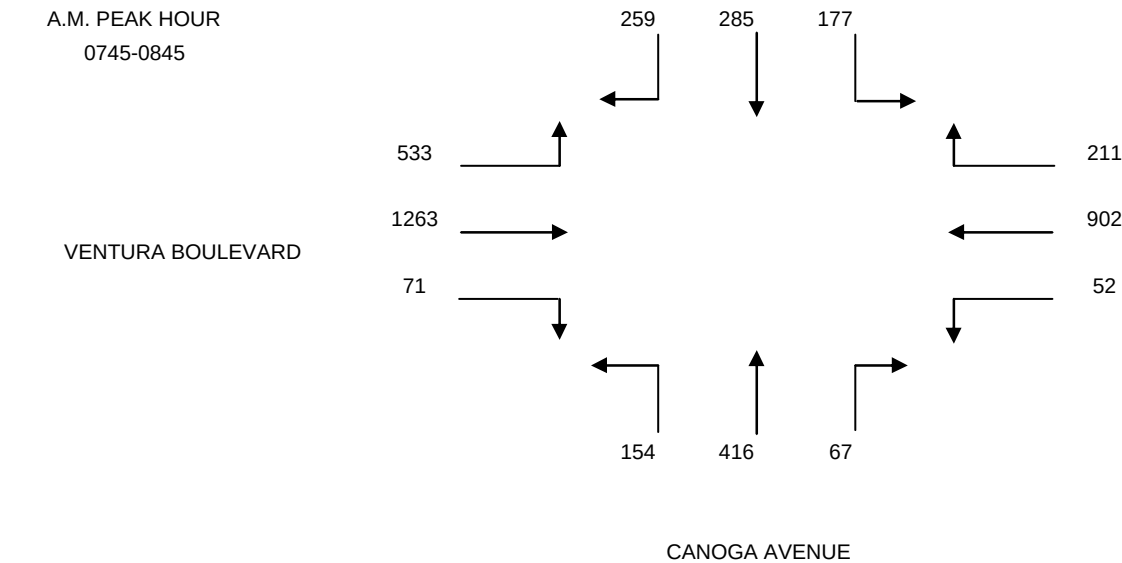
49-AM CAR

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

700-715	37	55	20	26	121	5	8	53	25	11	167	101
715-730	50	49	39	30	153	9	13	89	29	17	221	111
730-745	70	53	52	54	189	8	10	92	37	14	297	121
745-800	56	77	56	70	176	12	15	105	31	18	313	131
800-815	97	79	44	66	228	13	22	106	50	19	329	142
815-830	51	76	44	43	245	10	16	107	45	15	299	124
830-845	55	53	33	32	253	17	14	98	28	19	322	136
845-900	69	64	42	41	210	14	8	70	37	19	227	121

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

700-800	213	234	167	180	639	34	46	339	122	60	998	464	3496
715-815	273	258	191	220	746	42	60	392	147	68	1160	505	4062
730-830	274	285	196	233	838	43	63	410	163	66	1238	518	4327
745-845	259	285	177	211	902	52	67	416	154	71	1263	533	4390
800-900	272	272	163	182	936	54	60	381	160	72	1177	523	4252



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN AND ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

THURSDAY, JUNE 07, 2007

PERIOD:

04:00 PM TO 06:00 PM

INTERSECTION:

N/S CANOGA AVENUE

E/W

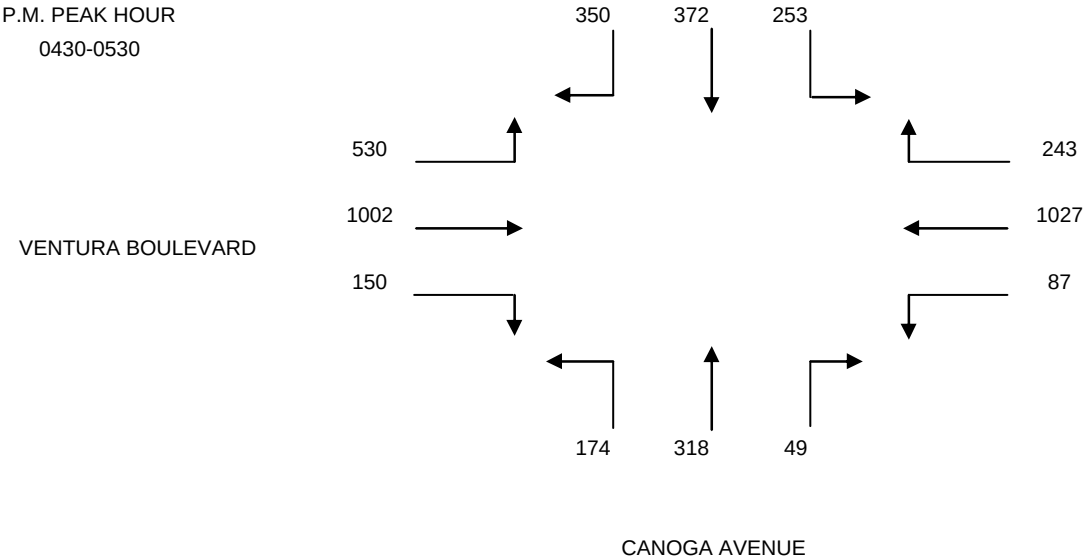
VENTURA BOULEVARD

FILE NUMBER:

49-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
400-415	77	111	56	65	266	28	10	84	32	35	218	138
415-430	63	102	62	47	293	36	17	66	29	41	251	118
430-445	88	97	69	69	262	21	18	83	49	40	263	128
445-500	93	82	51	60	257	22	12	74	41	40	246	139
500-515	89	97	62	63	268	17	9	71	38	31	254	124
515-530	80	96	71	51	240	27	10	90	46	39	239	139
530-545	91	99	69	61	266	20	13	85	31	29	264	141
545-600	83	77	51	57	239	25	7	68	46	25	227	139

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
400-500	321	392	238	241	1078	107	57	307	151	156	978	523	4549
415-515	333	378	244	239	1080	96	56	294	157	152	1014	509	4552
430-530	350	372	253	243	1027	87	49	318	174	150	1002	530	4555
445-545	353	374	253	235	1031	86	44	320	156	139	1003	543	4537
500-600	343	369	253	232	1013	89	39	314	161	124	984	543	4464



THE TRAFFIC SOLUTION

329 DIAMOND STREET

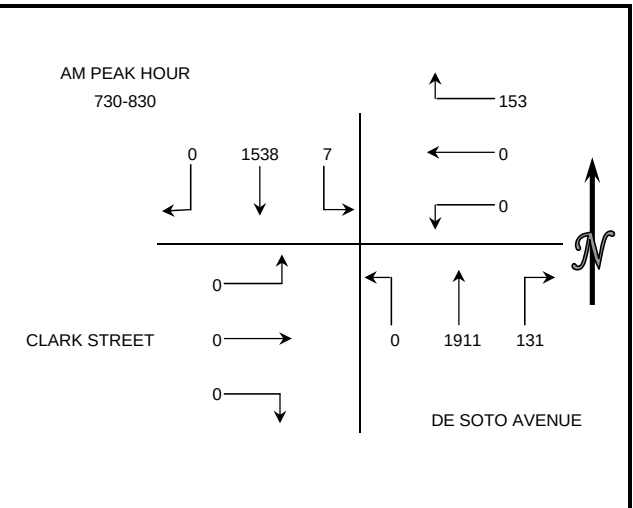
ARCADIA, CALIFORNIA 91006

626.446.7978

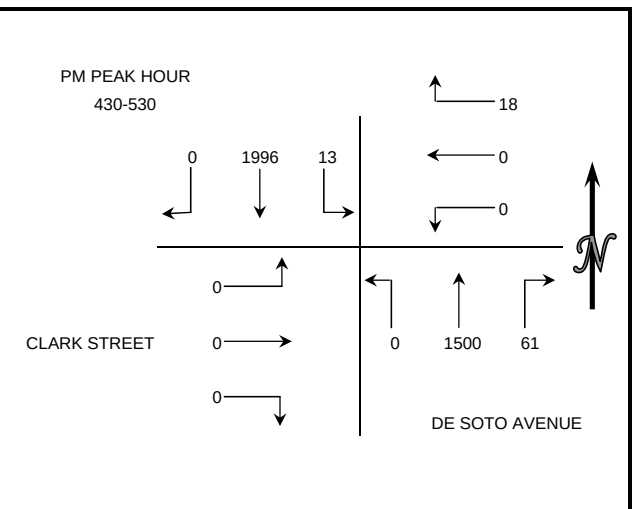
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER TRAFFIC COUNTS
 DATE: TUESDAY DECEMBER 11, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S DE SOTO AVENUE
 E/W CLARK STREET
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	0	268	1	2	0	0	5	310	0	0	0	0	586
715-730	0	344	0	19	0	0	25	267	0	0	0	0	655
730-745	0	455	1	59	0	0	61	419	0	0	0	0	995
745-800	0	371	5	71	0	0	51	535	0	0	0	0	1033
800-815	0	364	1	17	0	0	12	513	0	0	0	0	907
815-830	0	348	0	6	0	0	7	444	0	0	0	0	805
830-845	0	329	2	6	0	0	6	480	0	0	0	0	823
845-900	0	355	1	6	0	0	7	491	0	0	0	0	860
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	0	1438	7	151	0	0	142	1531	0	0	0	0	3269
715-815	0	1534	7	166	0	0	149	1734	0	0	0	0	3590
730-830	0	1538	7	153	0	0	131	1911	0	0	0	0	3740
745-845	0	1412	8	100	0	0	76	1972	0	0	0	0	3568
800-900	0	1396	4	35	0	0	32	1928	0	0	0	0	3395



15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	0	503	4	4	0	0	19	395	0	0	0	0	925
415-430	0	469	0	5	0	0	6	355	0	0	0	0	835
430-445	0	506	4	3	0	0	19	410	0	0	0	0	942
445-500	0	474	1	7	0	0	16	385	0	0	0	0	883
500-515	0	497	4	4	0	0	13	354	0	0	0	0	872
515-530	0	519	4	4	0	0	13	351	0	0	0	0	891
530-545	0	509	2	6	0	0	19	354	0	0	0	0	890
545-600	0	412	5	5	0	0	16	385	0	0	0	0	823
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	0	1952	9	19	0	0	60	1545	0	0	0	0	3585
415-515	0	1946	9	19	0	0	54	1504	0	0	0	0	3532
430-530	0	1996	13	18	0	0	61	1506	0	0	0	0	3588
445-545	0	1999	11	21	0	0	61	1444	0	0	0	0	3536
500-600	0	1937	15	19	0	0	61	1444	0	0	0	0	3476



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN & ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

TUESDAY, JUNE 19, 2007

PERIOD:

07:00 AM TO 09:00 AM

INTERSECTION:

N/S

DE SOTO AVENUE

E/W

US - 101 WB ON - OFF RAMP

FILE NUMBER:

44-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

700-715	114	208	0	171	0	24	0	185	15	0	0	0
715-730	106	269	0	148	0	34	0	263	26	0	0	0
730-745	183	284	0	142	2	36	0	337	41	0	0	0
745-800	131	263	0	156	0	33	0	330	53	0	0	0
800-815	112	287	0	144	0	46	0	341	44	0	0	0
815-830	105	242	0	153	2	30	0	324	33	0	0	0
830-845	126	212	0	144	0	55	0	297	27	0	0	0
845-900	104	199	0	167	1	44	0	250	21	0	0	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

700-800	534	1024	0	617	2	127	0	1115	135	0	0	0	3554
715-815	532	1103	0	590	2	149	0	1271	164	0	0	0	3811
730-830	531	1076	0	595	4	145	0	1332	171	0	0	0	3854
745-845	474	1004	0	597	2	164	0	1292	157	0	0	0	3690
800-900	447	940	0	608	3	175	0	1212	125	0	0	0	3510

A.M. PEAK HOUR

0730-0830



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN & ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

TUESDAY, JUNE 19, 2007

PERIOD:

04:00 PM TO 06:00 PM

INTERSECTION:

N/S

DE SOTO AVENUE

E/W

US - 101 WB ON - OFF RAMP

FILE NUMBER:

44-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

400-415	106	279	0	130	0	59	0	216	50	0	0	0
415-430	145	309	0	112	0	69	0	230	61	0	0	0
430-445	127	354	0	129	0	68	0	231	53	0	0	0
445-500	170	350	0	110	0	52	0	227	65	0	0	0
500-515	149	319	0	113	0	68	0	250	55	0	0	0
515-530	130	349	0	117	0	73	0	269	53	0	0	0
530-545	125	306	0	99	0	59	0	244	45	0	0	0
545-600	85	300	0	83	0	60	0	222	41	0	0	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

400-500	548	1292	0	481	0	248	0	904	229	0	0	0	3702
415-515	591	1332	0	464	0	257	0	938	234	0	0	0	3816
430-530	576	1372	0	469	0	261	0	977	226	0	0	0	3881
445-545	574	1324	0	439	0	252	0	990	218	0	0	0	3797
500-600	489	1274	0	412	0	260	0	985	194	0	0	0	3614

P.M. PEAK HOUR

0430-0530



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN & ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

TUESDAY, JUNE 19, 2007

PERIOD:

07:00 AM TO 09:00 AM

INTERSECTION:

N/S DE SOTO AVENUE

E/W

US - 101 EB ON - OFF RAMP

FILE NUMBER:

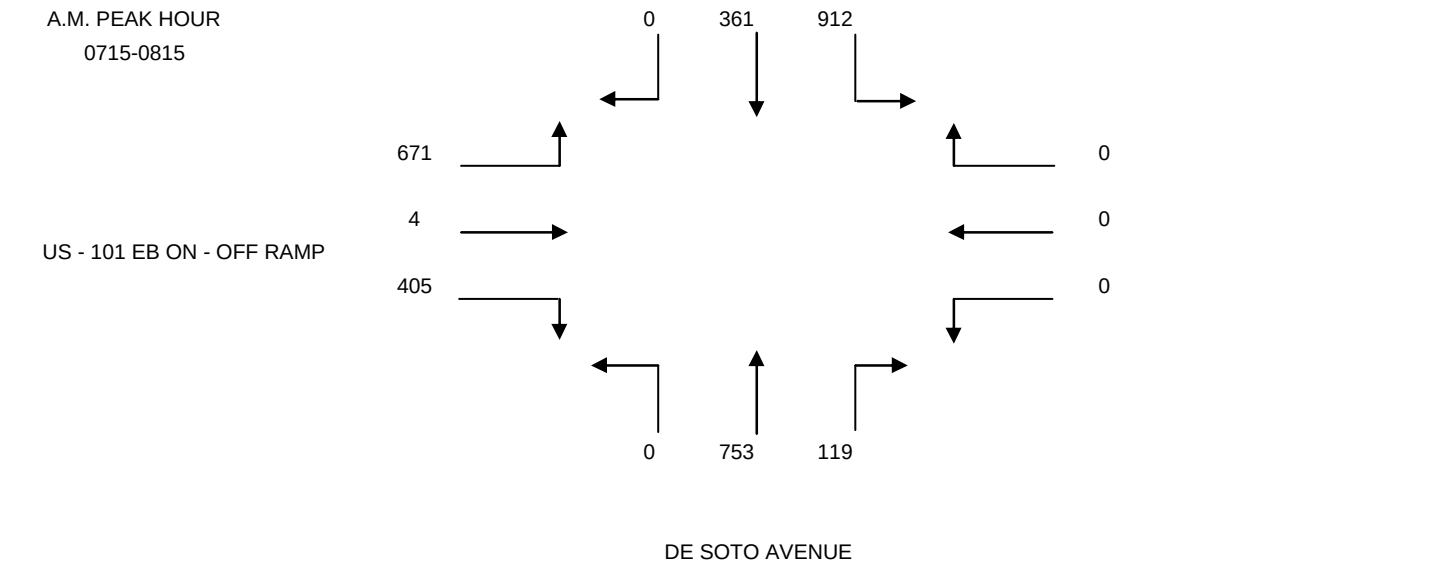
45-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

700-715	0	88	106	0	0	0	24	105	0	57	2	108
715-730	0	106	191	0	0	0	20	153	0	98	3	143
730-745	0	80	235	0	0	0	24	203	0	80	0	165
745-800	0	87	267	0	0	0	34	191	0	115	0	197
800-815	0	88	219	0	0	0	41	206	0	112	1	166
815-830	0	63	169	0	0	0	28	189	0	83	0	172
830-845	0	86	206	0	0	0	36	158	0	80	0	161
845-900	0	77	190	0	0	0	32	140	0	57	0	134

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

700-800	0	361	799	0	0	0	102	652	0	350	5	613	2882
715-815	0	361	912	0	0	0	119	753	0	405	4	671	3225
730-830	0	318	890	0	0	0	127	789	0	390	1	700	3215
745-845	0	324	861	0	0	0	139	744	0	390	1	696	3155
800-900	0	314	784	0	0	0	137	693	0	332	1	633	2894



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN & ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II

DATE:

TUESDAY, JUNE 19, 2007

PERIOD:

04:00 PM TO 06:00 PM

INTERSECTION:

N/S DE SOTO AVENUE

E/W

US - 101 EB ON - OFF RAMP

FILE NUMBER:

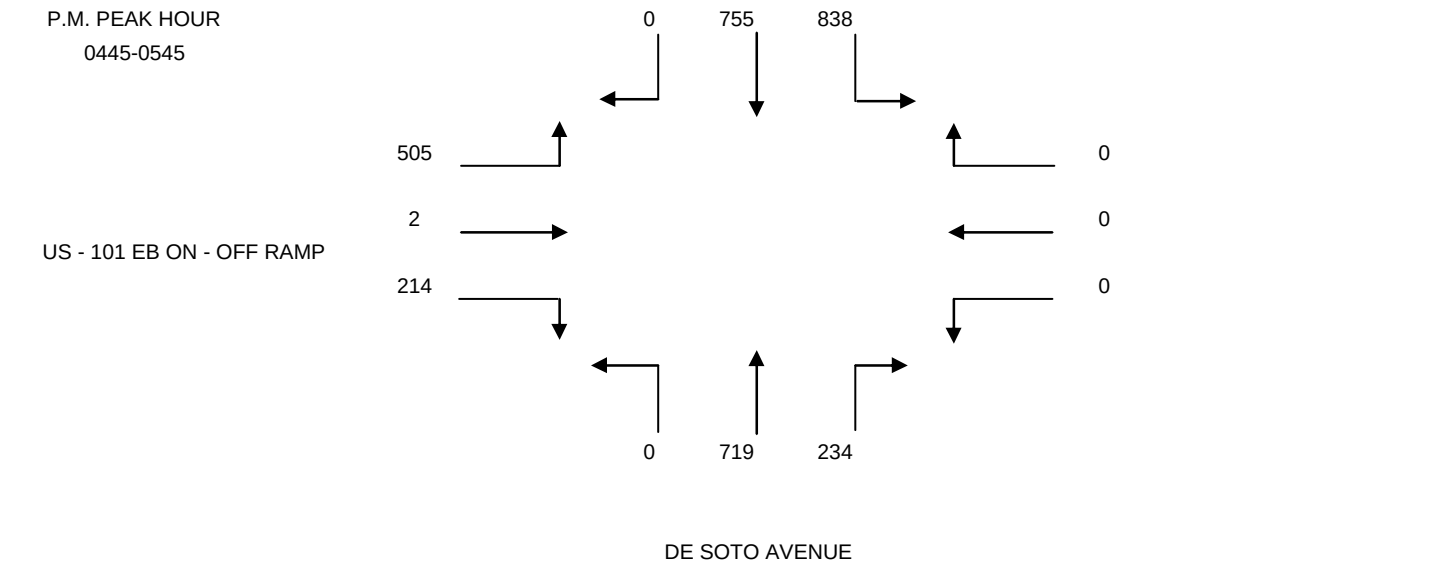
45-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

400-415	0	187	153	0	0	0	36	143	0	42	1	134
415-430	0	209	189	0	0	0	56	183	0	35	1	116
430-445	0	211	200	0	0	0	54	150	0	46	0	118
445-500	0	171	238	0	0	0	74	183	0	46	0	122
500-515	0	179	200	0	0	0	45	199	0	57	2	123
515-530	0	191	222	0	0	0	62	187	0	50	0	131
530-545	0	214	178	0	0	0	53	150	0	61	0	129
545-600	0	187	175	0	0	0	63	130	0	50	1	142

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

400-500	0	778	780	0	0	0	220	659	0	169	2	490	3098
415-515	0	770	827	0	0	0	229	715	0	184	3	479	3207
430-530	0	752	860	0	0	0	235	719	0	199	2	494	3261
445-545	0	755	838	0	0	0	234	719	0	214	2	505	3267
500-600	0	771	775	0	0	0	223	666	0	218	3	525	3181



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: DE SOTO AVENUE

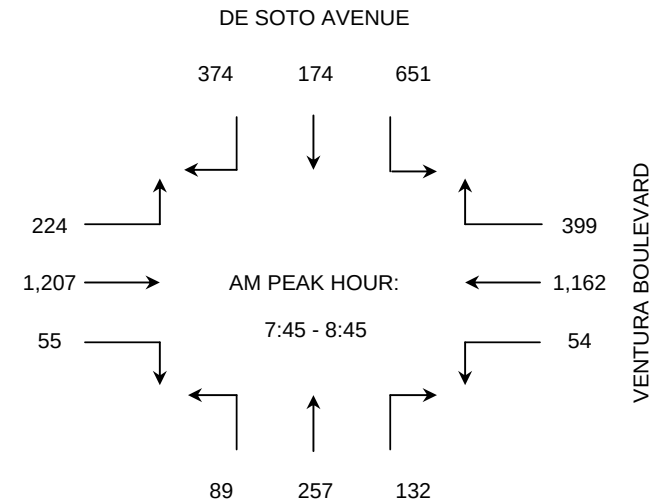
E/W STREET: VENTURA BOULEVARD

PERIOD: AM PEAK HOUR

DATE: TUESDAY June 7, 2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 7:15	10	112	35	41	141	5	7	28	10	54	42	59	544
7:15 - 7:30	17	163	63	44	211	9	13	42	18	102	31	64	777
7:30 - 7:45	19	226	114	54	268	16	11	50	21	125	59	74	1,037
7:45 - 8:00	14	245	125	64	365	12	38	79	42	176	58	75	1,293
8:00 - 8:15	12	293	122	58	272	17	23	91	40	180	44	107	1,259
8:15 - 8:30	14	317	83	46	307	10	13	43	26	151	37	86	1,133
8:30 - 8:45	14	307	69	56	263	16	15	44	24	144	35	106	1,093
8:45 - 9:00	11	230	77	28	206	20	20	47	27	160	51	117	994

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 - 8:00	60	746	337	203	985	42	69	199	91	457	190	272	3,651
7:15 - 8:15	62	927	424	220	1,116	54	85	262	121	583	192	320	4,366
7:30 - 8:30	59	1,081	444	222	1,212	55	85	263	129	632	198	342	4,722
7:45 - 8:45	54	1,162	399	224	1,207	55	89	257	132	651	174	374	4,778 *
8:00 - 9:00	51	1,147	351	188	1,048	63	71	225	117	635	167	416	4,479

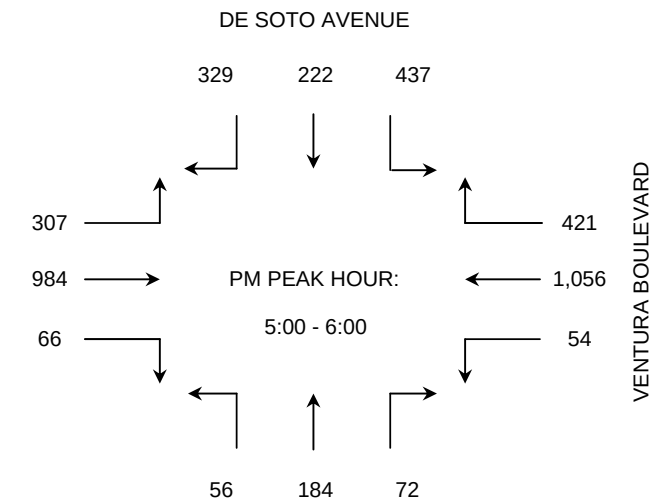


PERIOD: PM PEAK HOUR

DATE: TUESDAY June 7, 2007

15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 4:15	8	243	80	72	252	14	11	50	14	125	47	79	995
4:15 - 4:30	17	225	86	55	271	9	13	58	19	155	41	109	1,058
4:30 - 4:45	11	221	91	60	221	15	23	48	26	106	47	60	929
4:45 - 5:00	12	230	93	65	236	16	15	59	21	105	34	77	963
5:00 - 5:15	11	245	113	87	250	16	16	50	18	110	43	65	1,024
5:15 - 5:30	19	269	103	82	280	19	12	44	18	110	56	67	1,079
5:30 - 5:45	15	277	112	77	255	14	16	49	15	113	60	101	1,104
5:45 - 6:00	9	265	93	61	199	17	12	41	21	104	63	96	981

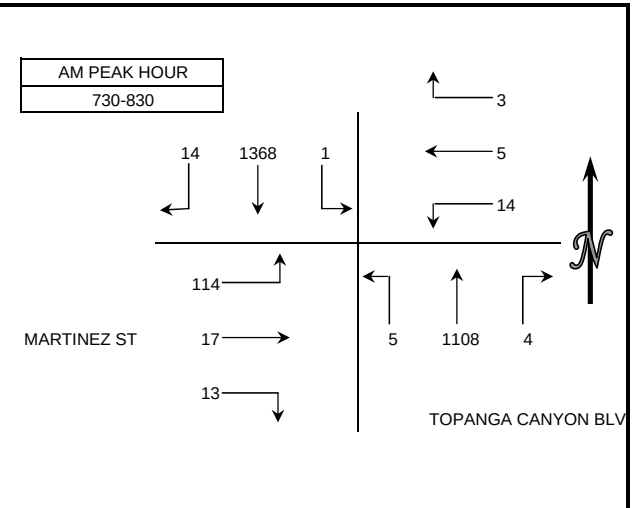
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 - 5:00	48	919	350	252	980	54	62	215	80	491	169	325	3,945
4:15 - 5:15	51	921	383	267	978	56	67	215	84	476	165	311	3,974
4:30 - 5:30	53	965	400	294	987	66	66	201	83	431	180	269	3,995
4:45 - 5:45	57	1,021	421	311	1,021	65	59	202	72	438	193	310	4,170
5:00 - 6:00	54	1,056	421	307	984	66	56	184	72	437	222	329	4,188 *



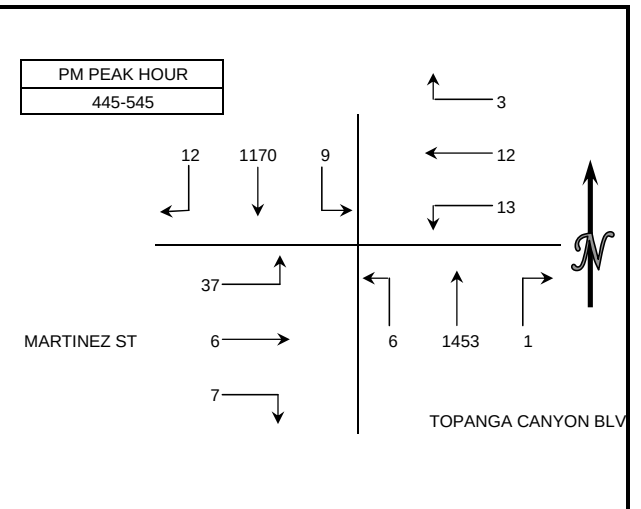
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WEST SAN FERNANDO VALLEY TRAFFIC COUNTS
 DATE: WEDNESDAY OCTOBER 17, 2007
 PERIODS: 7:00 AM TO 9:00 AM AND 4:00 PM TO 6:00 PM
 INTERSECTION: N/S TOPANGA CANYON BLVD
 E/W MARTINEZ ST
 CITY: WOODLAND HILLS

15 MIN COUNTS 7:00 AM TO 9:00 AM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-715	1	384	0	1	0	1	0	182	0	3	3	15	590
715-730	2	383	0	1	0	0	0	249	0	2	0	21	658
730-745	2	341	0	2	0	1	0	252	1	3	1	18	621
745-800	3	364	1	0	1	5	0	254	0	4	2	28	662
800-815	8	349	0	1	3	6	3	270	4	2	11	53	710
815-830	1	314	0	0	1	2	1	332	0	4	3	15	673
830-845	2	296	0	1	0	2	0	295	1	1	0	10	608
845-900	1	260	0	1	0	2	0	253	1	1	1	14	534
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
700-800	8	1472	1	4	1	7	0	937	1	12	6	82	2531
715-815	15	1437	1	4	4	12	3	1025	5	11	14	120	2651
730-830	14	1368	1	3	5	14	4	1108	5	13	17	114	2666
745-845	14	1323	1	2	5	15	4	1151	5	11	16	106	2653
800-900	12	1219	0	3	4	12	4	1150	6	8	15	92	2525



15 MIN COUNTS 4:00 PM TO 6:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-415	3	214	2	0	0	1	0	322	1	1	2	11	557
415-430	4	263	1	2	0	1	1	386	2	0	5	16	681
430-445	3	279	3	3	0	2	2	323	0	0	1	10	626
445-500	5	294	2	0	3	0	1	360	1	0	0	11	677
500-515	3	275	3	1	2	4	0	368	2	3	2	5	668
515-530	1	318	3	2	7	3	0	365	1	0	2	13	715
530-545	3	283	1	0	0	6	0	360	2	4	2	8	669
545-600	5	303	1	1	0	2	1	347	1	1	1	9	672
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
400-500	15	1050	8	5	3	4	4	1391	4	1	8	48	2541
415-515	15	1111	9	6	5	7	4	1437	5	3	8	42	2652
430-530	12	1166	11	6	12	9	3	1416	4	3	5	39	2686
445-545	12	1170	9	3	12	13	1	1453	6	7	6	37	2729
500-600	12	1179	8	4	9	15	1	1440	6	8	7	35	2724



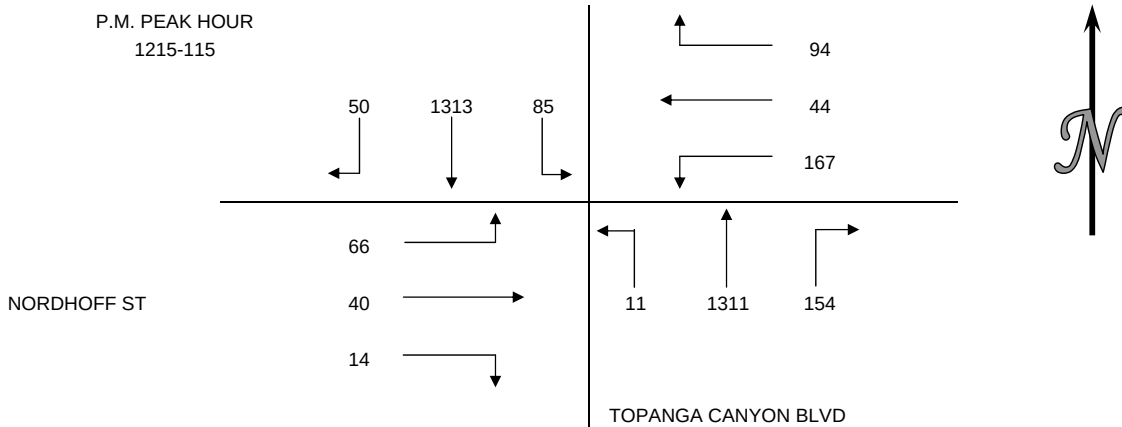


Saturday

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WEST SAN FERNANDO VALLEY TRAFFIC COUNTS
 DATE: SATURDAY OCTOBER 20, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S TOPANGA CANYON BLVD
 E/W NORDHOFF ST

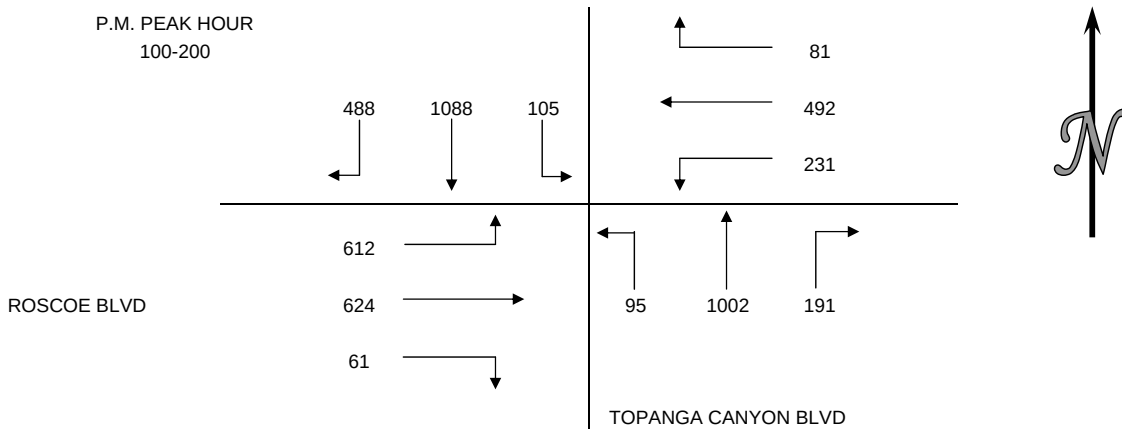
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	10	277	21	39	17	52	32	344	1	4	7	16	820
1215-1230	13	341	28	30	10	40	39	331	3	5	6	16	862
1230-1245	15	330	19	21	10	42	32	304	1	4	14	18	810
1245-100	13	317	25	21	9	40	32	287	6	2	10	14	776
100-115	9	325	13	22	15	45	51	389	1	3	10	18	901
115-130	9	297	12	28	6	33	37	312	5	5	9	15	768
130-145	12	331	25	26	5	54	31	297	5	6	6	17	815
145-200	9	316	14	25	7	48	47	308	3	3	8	12	800
200-215	7	304	16	25	12	49	29	305	3	1	8	13	772
215-230	8	295	15	17	7	42	35	284	2	4	14	25	748
230-245	13	299	18	24	11	44	51	343	2	3	4	18	830
245-300	4	332	18	30	5	36	27	304	1	2	8	13	780
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	51	1265	93	111	46	174	135	1266	11	15	37	64	3268
1215-115	50	1313	85	94	44	167	154	1311	11	14	40	66	3349
1230-130	46	1269	69	92	40	160	152	1292	13	14	43	65	3255
1245-145	43	1270	75	97	35	172	151	1285	17	16	35	64	3260
100-200	39	1269	64	101	33	180	166	1306	14	17	33	62	3284
115-215	37	1248	67	104	30	184	144	1222	16	15	31	57	3155
130-230	36	1246	70	93	31	193	142	1194	13	14	36	67	3135
145-245	37	1214	63	91	37	183	162	1240	10	11	34	68	3150
200-300	32	1230	67	96	35	171	142	1236	8	10	34	69	3130



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WEST SAN FERNANDO VALLEY TRAFFIC COUNTS
 DATE: SATURDAY OCTOBER 20, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S TOPANGA CANYON BLVD
 E/W ROSCOE BLVD

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	114	241	22	18	134	55	62	205	18	19	133	160	1181
1215-1230	121	283	18	22	122	47	50	242	30	20	129	133	1217
1230-1245	119	264	27	19	106	41	42	256	27	20	141	148	1210
1245-100	143	286	33	28	111	68	43	224	24	21	136	133	1250
100-115	129	291	18	18	131	57	67	291	29	18	180	163	1392
115-130	109	238	28	24	111	49	40	214	16	10	135	141	1115
130-145	128	286	35	20	117	51	36	252	20	16	155	132	1248
145-200	122	273	24	19	133	74	48	245	30	17	154	176	1315
200-215	106	296	41	17	103	56	40	202	19	20	121	131	1152
215-230	109	245	25	13	104	53	54	257	35	11	179	151	1236
230-245	118	245	21	20	108	50	34	201	20	17	161	127	1122
245-300	116	278	28	24	132	53	46	231	29	12	115	126	1190
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	497	1074	100	87	473	211	197	927	99	80	539	574	4858
1215-115	512	1124	96	87	470	213	202	1013	110	79	586	577	5069
1230-130	500	1079	106	89	459	215	192	985	96	69	592	585	4967
1245-145	509	1101	114	90	470	225	186	981	89	65	606	569	5005
100-200	488	1088	105	81	492	231	191	1002	95	61	624	612	5070
115-215	465	1093	128	80	464	230	164	913	85	63	565	580	4830
130-230	465	1100	125	69	457	234	178	956	104	64	609	590	4951
145-245	455	1059	111	69	448	233	176	905	104	65	615	585	4825
200-300	449	1064	115	74	447	212	174	891	103	60	576	535	4700



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN & ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II - WOODLAND HILLS

DATE:

SATURDAY, JUNE 02, 2007

PERIOD:

12:00 PM TO 03:00 PM

INTERSECTION:

N/S

TOPANGA CANYON BOULEVARD

E/W

SATICOY STREET

FILE NUMBER:

2-MD

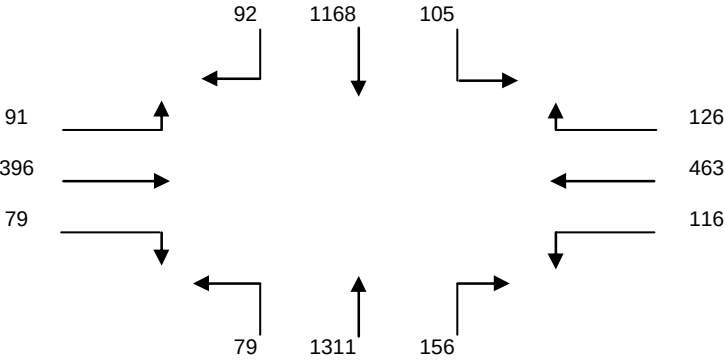
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
1200-1215	20	288	21	30	100	25	28	294	19	23	103	24
1215-1230	32	301	30	27	116	36	47	308	15	30	104	18
1230-1245	23	281	23	21	108	26	34	312	11	25	100	23
1245-0100	19	262	29	34	98	34	48	324	17	22	92	20
0100-0115	24	295	31	23	107	23	46	341	24	21	100	27
0115-0130	18	311	25	37	129	39	33	350	16	19	89	25
0130-0145	19	289	23	40	110	33	46	293	19	22	101	20
0145-0200	31	273	26	26	117	21	31	327	20	17	106	19
0200-0215	25	284	19	19	104	25	26	309	13	14	92	20
0215-0230	27	302	31	28	123	31	27	300	11	16	84	20
0230-0245	16	293	20	20	112	26	40	275	11	12	102	24
0245-0300	22	267	16	21	136	30	32	322	9	12	105	18

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
1200-0100	94	1132	103	112	422	121	157	1238	62	100	399	85	4025
1215-0115	98	1139	113	105	429	119	175	1285	67	98	396	88	4112
1230-0130	84	1149	108	115	442	122	161	1327	68	87	381	95	4139
1245-0145	80	1157	108	134	444	129	173	1308	76	84	382	92	4167
0100-0200	92	1168	105	126	463	116	156	1311	79	79	396	91	4182
0115-0215	93	1157	93	122	460	118	136	1279	68	72	388	84	4070
0130-0230	102	1148	99	113	454	110	130	1229	63	69	383	79	3979
0145-0245	99	1152	96	93	456	103	124	1211	55	59	384	83	3915
0200-0300	90	1146	86	88	475	112	125	1206	44	54	383	82	3891

M.D. PEAK HOUR

0100-0200

SATICOY STREET



TOPANGA CANYON BOULEVARD

THE TRAFFIC SOLUTION

329 DIAMOND STREET

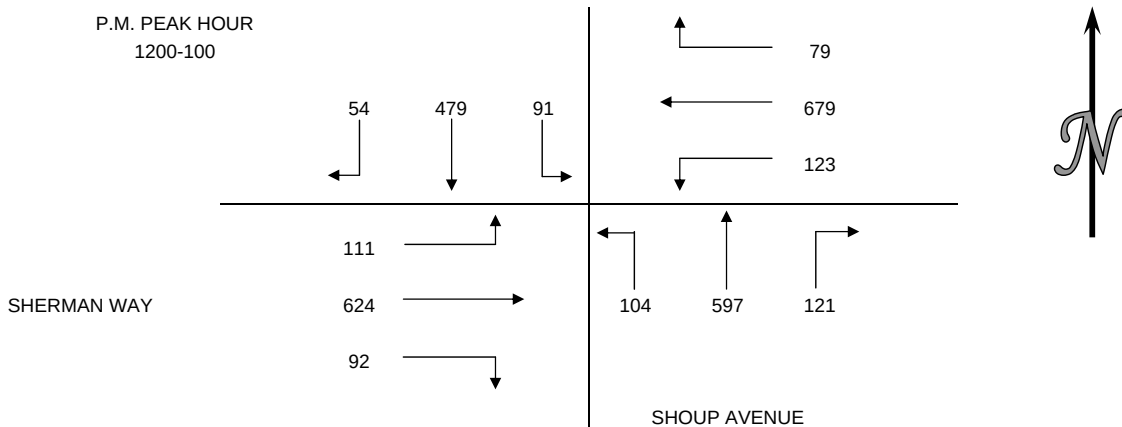
ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, June 9, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S Shoup Avenue
 E/W Sherman Way

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	6	124	21	22	156	29	34	157	23	22	170	35	799
1215-1230	15	130	20	25	166	32	32	130	34	27	155	27	793
1230-1245	11	107	22	20	180	38	28	165	20	25	156	22	794
1245-100	22	118	28	12	177	24	27	145	27	18	143	27	768
100-115	13	101	19	16	143	40	34	145	22	22	128	31	714
115-130	16	98	30	19	144	37	25	132	26	25	153	25	730
130-145	19	102	20	16	157	41	24	160	27	22	149	29	766
145-200	13	98	25	10	130	36	24	166	30	19	117	18	686
200-215	13	84	13	14	135	32	27	149	18	17	105	26	633
215-230	13	106	13	13	137	31	24	126	32	18	128	18	659
230-245	13	99	10	11	109	30	31	130	20	16	117	20	606
245-300	12	91	15	24	140	26	22	145	28	24	130	32	689
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	54	479	91	79	679	123	121	597	104	92	624	111	3154
1215-115	61	456	89	73	666	134	121	585	103	92	582	107	3069
1230-130	62	424	99	67	644	139	114	587	95	90	580	105	3006
1245-145	70	419	97	63	621	142	110	582	102	87	573	112	2978
100-200	61	399	94	61	574	154	107	603	105	88	547	103	2896
115-215	61	382	88	59	566	146	100	607	101	83	524	98	2815
130-230	58	390	71	53	559	140	99	601	107	76	499	91	2744
145-245	52	387	61	48	511	129	106	571	100	70	467	82	2584
200-300	51	380	51	62	521	119	104	550	98	75	480	96	2587



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

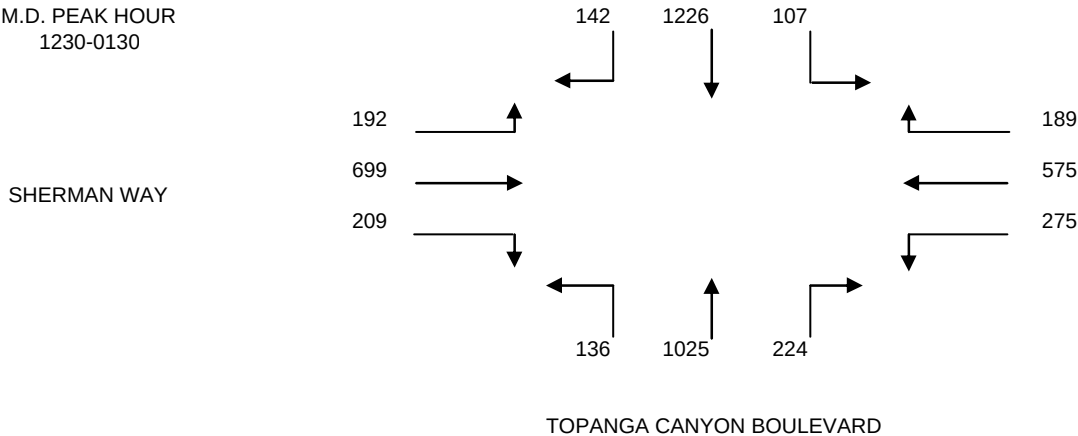
CLIENT: CRAIN & ASSOCIATES
 PROJECT: WESTFIELD WEST VALLEY II - WOODLAND HILLS
 DATE: SATURDAY, JUNE 02, 2007
 PERIOD: 12:00 PM TO 03:00 PM
 INTERSECTION: N/S TOPANGA CANYON BOULEVARD
 E/W SHERMAN WAY
 FILE NUMBER: 4-MD

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

1200-1215	36	288	28	38	142	83	57	241	26	50	195	56
1215-1230	30	297	23	42	151	70	66	269	35	45	183	55
1230-1245	37	301	22	49	131	78	58	230	33	56	179	41
1245-0100	27	313	24	41	137	69	62	256	28	53	173	39
0100-0115	38	304	30	49	160	70	49	251	34	43	167	52
0115-0130	40	308	31	50	147	58	55	288	41	57	180	60
0130-0145	35	274	28	45	133	69	51	237	29	50	158	63
0145-0200	29	296	33	37	124	51	47	250	33	52	181	51
0200-0215	36	305	28	34	121	46	38	268	31	46	174	38
0215-0230	33	270	31	32	118	55	50	248	30	53	180	50
0230-0245	35	269	46	39	136	63	42	239	26	44	177	40
0245-0300	26	274	27	31	119	50	40	252	34	50	160	47

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	

1200-0100	130	1199	97	170	561	300	243	996	122	204	730	191	4943
1215-0115	132	1215	99	181	579	287	235	1006	130	197	702	187	4950
1230-0130	142	1226	107	189	575	275	224	1025	136	209	699	192	4999
1245-0145	140	1199	113	185	577	266	217	1032	132	203	678	214	4956
0100-0200	142	1182	122	181	564	248	202	1026	137	202	686	226	4918
0115-0215	140	1183	120	166	525	224	191	1043	134	205	693	212	4836
0130-0230	133	1145	120	148	496	221	186	1003	123	201	693	202	4671
0145-0245	133	1140	138	142	499	215	177	1005	120	195	712	179	4655
0200-0300	130	1118	132	136	494	214	170	1007	121	193	691	175	4581

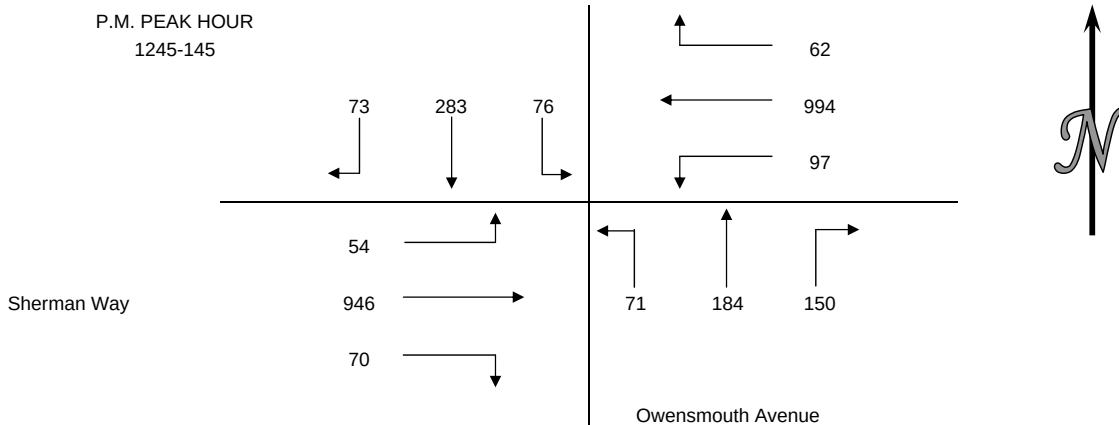


THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, June 2, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S Owensmouth Avenue
 E/W Sherman Way

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	22	62	14	23	240	29	38	51	29	26	214	18	766
1215-1230	19	65	17	13	273	27	29	43	17	13	249	13	778
1230-1245	17	58	25	12	263	34	34	29	29	20	212	15	748
1245-100	21	74	24	18	217	20	33	42	23	19	244	14	749
100-115	12	73	14	13	255	26	36	57	16	15	241	13	771
115-130	20	65	19	11	237	29	42	43	18	17	225	12	738
130-145	20	71	19	20	285	22	39	42	14	19	236	15	802
145-200	19	58	19	26	243	21	30	41	21	23	218	10	729
200-215	11	62	17	15	239	18	34	48	19	33	212	10	718
215-230	24	54	15	17	268	30	39	44	10	10	228	8	747
230-245	13	62	13	10	204	32	50	59	20	30	210	9	712
245-300	22	64	17	13	268	26	32	49	19	18	228	15	771
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	79	259	80	66	993	110	134	165	98	78	919	60	3041
1215-115	69	270	80	56	1008	107	132	171	85	67	946	55	3046
1230-130	70	270	82	54	972	109	145	171	86	71	922	54	3006
1245-145	73	283	76	62	994	97	150	184	71	70	946	54	3060
100-200	71	267	71	70	1020	98	147	183	69	74	920	50	3040
115-215	70	256	74	72	1004	90	145	174	72	92	891	47	2987
130-230	74	245	70	78	1035	91	142	175	64	85	894	43	2996
145-245	67	236	64	68	954	101	153	192	70	96	868	37	2906
200-300	70	242	62	55	979	106	155	200	68	91	878	42	2948



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: WESTFIELD WEST VALLEY II - WOODLAND HILLS
 DATE: SATURDAY, JUNE 02, 2007
 PERIOD: 12:00 PM TO 03:00 PM
 INTERSECTION: N/S CANOGA AVENUE
 E/W SHERMAN WAY
 FILE NUMBER: 06-MD

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

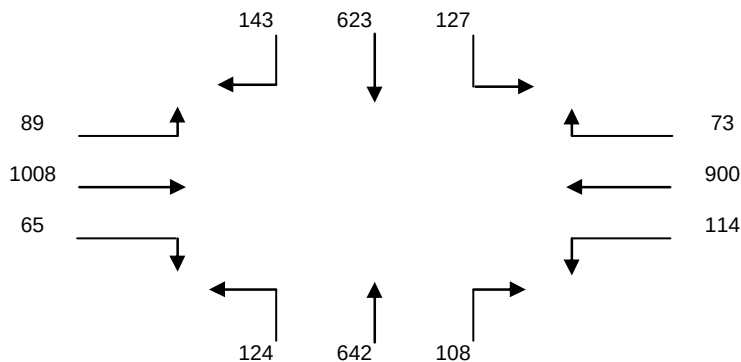
1200-1215	22	177	26	22	239	26	23	161	32	15	246	21
1215-1230	41	134	30	20	248	34	37	167	35	16	268	26
1230-1245	30	153	27	15	224	20	21	123	20	13	204	15
1245-0100	34	191	34	17	198	24	26	160	34	21	249	27
0100-0115	38	145	36	21	230	36	24	192	35	15	287	21
0115-0130	32	131	26	26	228	20	23	151	22	10	238	25
0130-0145	26	130	24	30	202	29	21	134	24	13	178	18
0145-0200	28	170	29	24	219	25	25	155	30	8	242	23
0200-0215	28	127	20	16	203	19	28	145	17	14	263	21
0215-0230	30	133	31	27	176	31	31	181	27	23	246	23
0230-0245	16	116	21	16	183	17	18	145	23	18	197	16
0245-0300	21	123	25	25	187	19	20	126	31	22	200	15

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

1200-0100	127	655	117	74	909	104	107	611	121	65	967	89	3946
1215-0115	143	623	127	73	900	114	108	642	124	65	1008	89	4016
1230-0130	134	620	123	79	880	100	94	626	111	59	978	88	3892
1245-0145	130	597	120	94	858	109	94	637	115	59	952	91	3856
0100-0200	124	576	115	101	879	110	93	632	111	46	945	87	3819
0115-0215	114	558	99	96	852	93	97	585	93	45	921	87	3640
0130-0230	112	560	104	97	800	104	105	615	98	58	929	85	3667
0145-0245	102	546	101	83	781	92	102	626	97	63	948	83	3624
0200-0300	95	499	97	84	749	86	97	597	98	77	906	75	3460

M.D. PEAK HOUR
1215-0115

SHERMAN WAY



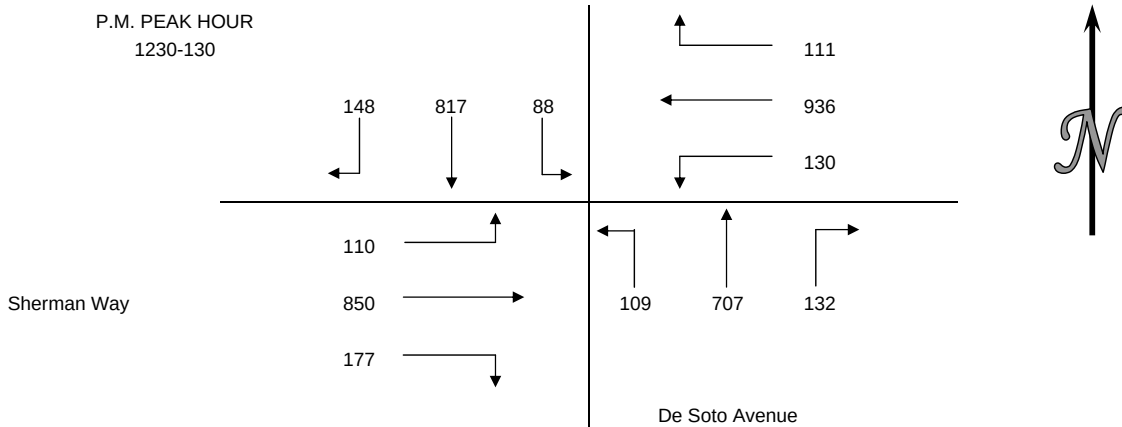
CANOGA AVENUE

THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, May 19, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S De Soto Avenue
 E/W Sherman Way

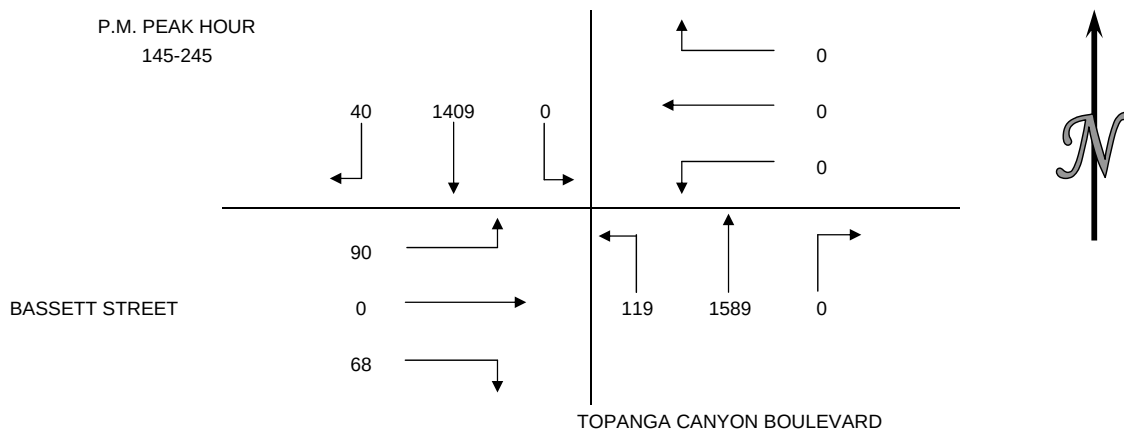
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	34	185	23	25	221	39	29	168	34	34	205	23	1020
1215-1230	46	200	19	25	210	40	43	155	36	37	205	22	1038
1230-1245	37	178	18	37	221	30	33	184	23	50	213	31	1055
1245-100	39	225	26	19	252	34	33	157	35	37	203	29	1089
100-115	31	202	19	22	226	28	34	181	21	53	237	30	1084
115-130	41	212	25	33	237	38	32	185	30	37	197	20	1087
130-145	39	172	26	20	223	37	42	162	33	42	223	27	1046
145-200	35	211	20	19	238	41	49	183	36	35	195	29	1091
200-215	30	186	22	29	200	36	33	140	32	50	205	29	992
215-230	34	208	22	25	182	33	23	182	42	36	175	36	998
230-245	47	202	28	21	231	45	38	216	26	32	208	32	1126
245-300	33	166	24	20	190	25	46	173	24	23	173	22	919
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	156	788	86	106	904	143	138	664	128	158	826	105	4202
1215-115	153	805	82	103	909	132	143	677	115	177	858	112	4266
1230-130	148	817	88	111	936	130	132	707	109	177	850	110	4315
1245-145	150	811	96	94	938	137	141	685	119	169	860	106	4306
100-200	146	797	90	94	924	144	157	711	120	167	852	106	4308
115-215	145	781	93	101	898	152	156	670	131	164	820	105	4216
130-230	138	777	90	93	843	147	147	667	143	163	798	121	4127
145-245	146	807	92	94	851	155	143	721	136	153	783	126	4207
200-300	144	762	96	95	803	139	140	711	124	141	761	119	4035



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY JANUARY 12, 2008
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S TOPANGA CANYON BOULEVARD
 E/W BASSETT STREET
 CITY: WOODLAND HILLS

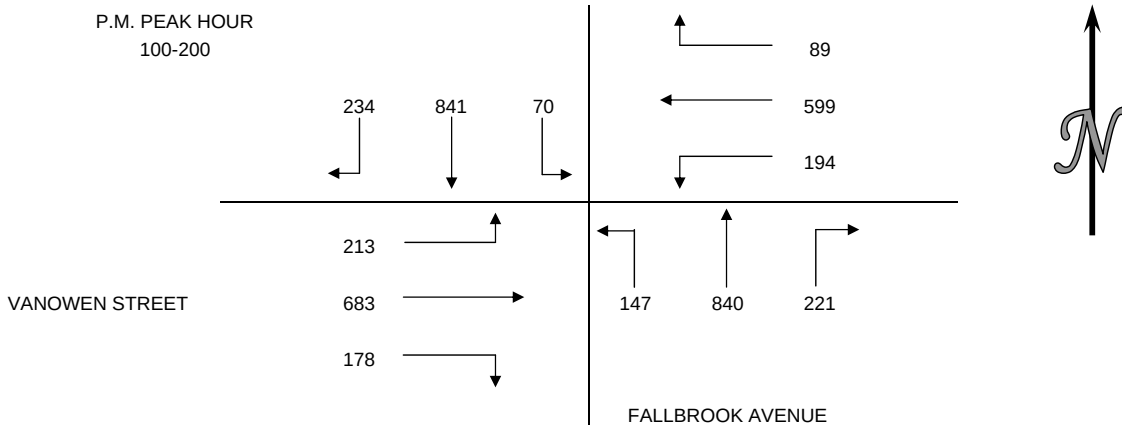
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	12	352	0	0	0	0	0	307	21	23	0	19	734
1215-1230	15	396	0	0	0	0	0	363	18	10	0	23	825
1230-1245	11	387	0	0	0	0	0	327	28	23	0	21	797
1245-100	6	419	0	0	0	0	0	320	33	22	0	25	825
100-115	11	382	0	0	0	0	0	341	28	24	0	22	808
115-130	11	320	0	0	0	0	0	355	35	14	0	14	749
130-145	12	331	0	0	0	0	0	338	24	12	0	20	737
145-200	9	397	0	0	0	0	0	370	25	14	0	16	831
200-215	13	339	0	0	0	0	0	391	34	15	0	23	815
215-230	15	333	0	0	0	0	0	417	34	17	0	22	838
230-245	3	340	0	0	0	0	0	411	26	22	0	29	831
245-300	7	273	0	0	0	0	0	326	35	16	0	15	672
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	44	1554	0	0	0	0	0	1317	100	78	0	88	3181
1215-115	43	1584	0	0	0	0	0	1351	107	79	0	91	3255
1230-130	39	1508	0	0	0	0	0	1343	124	83	0	82	3179
1245-145	40	1452	0	0	0	0	0	1354	120	72	0	81	3119
100-200	43	1430	0	0	0	0	0	1404	112	64	0	72	3125
115-215	45	1387	0	0	0	0	0	1454	118	55	0	73	3132
130-230	49	1400	0	0	0	0	0	1516	117	58	0	81	3221
145-245	40	1409	0	0	0	0	0	1589	119	68	0	90	3315
200-300	38	1285	0	0	0	0	0	1545	129	70	0	89	3156



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, June 9, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S Fallbrook Avenue
 E/W Vanowen Street

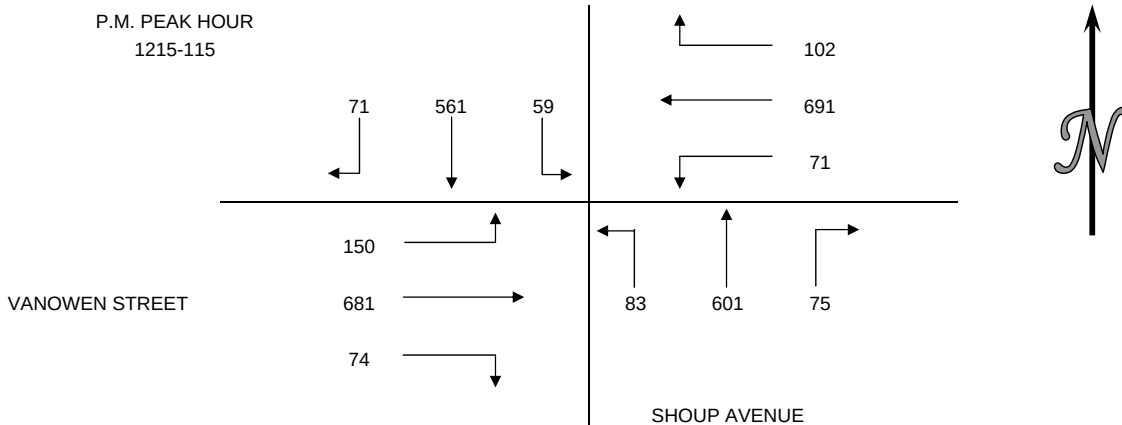
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	75	245	22	21	158	58	34	200	24	28	192	34	1091
1215-1230	59	209	13	12	135	23	45	165	28	34	168	56	947
1230-1245	53	228	14	20	141	53	39	177	26	40	155	38	984
1245-100	59	242	28	13	151	56	45	182	28	37	157	45	1043
100-115	89	205	21	16	137	45	47	209	36	33	164	56	1058
115-130	57	235	16	34	166	54	46	215	39	39	149	47	1097
130-145	42	201	15	18	136	38	59	212	28	63	173	45	1030
145-200	46	200	18	21	160	57	69	204	44	43	197	65	1124
200-215	60	246	11	13	121	45	38	178	26	25	179	35	977
215-230	63	236	18	17	136	49	45	198	44	49	160	48	1063
230-245	54	193	16	17	126	45	55	184	27	32	155	46	950
245-300	51	235	18	18	135	45	59	210	26	48	155	51	1051
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	246	924	77	66	585	190	163	724	106	139	672	173	4065
1215-115	260	884	76	61	564	177	176	733	118	144	644	195	4032
1230-130	258	910	79	83	595	208	177	783	129	149	625	186	4182
1245-145	247	883	80	81	590	193	197	818	131	172	643	193	4228
100-200	234	841	70	89	599	194	221	840	147	178	683	213	4309
115-215	205	882	60	86	583	194	212	809	137	170	698	192	4228
130-230	211	883	62	69	553	189	211	792	142	180	709	193	4194
145-245	223	875	63	68	543	196	207	764	141	149	691	194	4114
200-300	228	910	63	65	518	184	197	770	123	154	649	180	4041



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, June 9, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S Shoup Avenue
 E/W Vanowen Street

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	15	140	10	23	164	28	19	147	19	11	153	31	760
1215-1230	23	156	14	21	145	16	18	145	17	24	178	49	806
1230-1245	22	151	16	30	175	23	25	159	20	21	162	29	833
1245-100	12	145	15	26	168	15	15	166	20	12	182	32	808
100-115	14	109	14	25	203	17	17	131	26	17	159	40	772
115-130	15	120	12	26	173	18	21	161	29	16	160	30	781
130-145	9	131	11	17	149	17	14	158	25	21	189	29	770
145-200	23	146	18	19	165	25	15	142	22	20	216	42	853
200-215	10	103	11	17	157	15	18	164	21	23	164	24	727
215-230	16	148	14	20	155	19	25	141	25	16	181	30	790
230-245	12	116	13	20	166	20	16	151	23	12	182	24	755
245-300	16	126	13	20	163	18	12	135	16	18	187	31	755
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	72	592	55	100	652	82	77	617	76	68	675	141	3207
1215-115	71	561	59	102	691	71	75	601	83	74	681	150	3219
1230-130	63	525	57	107	719	73	78	617	95	66	663	131	3194
1245-145	50	505	52	94	693	67	67	616	100	66	690	131	3131
100-200	61	506	55	87	690	77	67	592	102	74	724	141	3176
115-215	57	500	52	79	644	75	68	625	97	80	729	125	3131
130-230	58	528	54	73	626	76	72	605	93	80	750	125	3140
145-245	61	513	56	76	643	79	74	598	91	71	743	120	3125
200-300	54	493	51	77	641	72	71	591	85	69	714	109	3027



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: WESTFIELD WEST VALLEY II - WOODLAND HILLS
 DATE: SATURDAY, JUNE 02, 2007
 PERIOD: 12:00 PM TO 03:00 PM
 INTERSECTION: N/S TOPANGA CANYON BOULEVARD
 E/W VANOWEN STREET
 FILE NUMBER: 10-MD

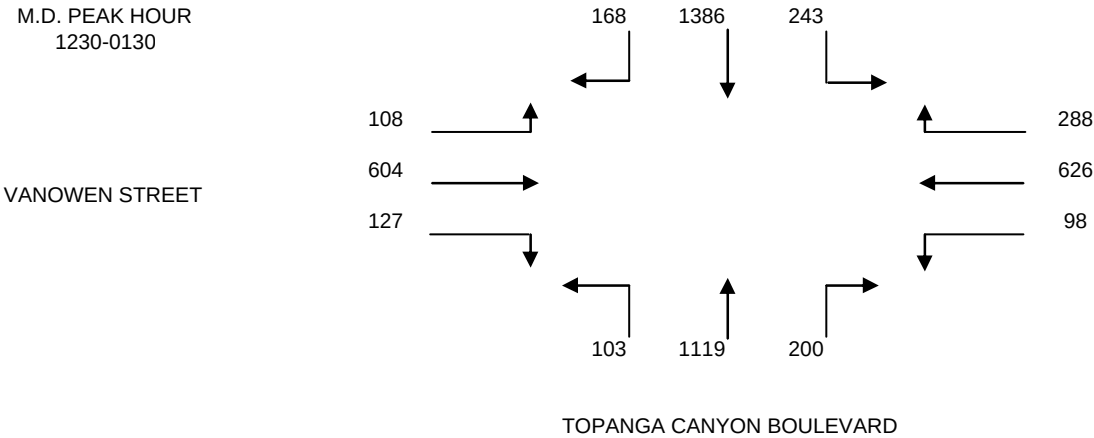
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

1200-1215	47	347	79	64	114	19	45	247	17	23	153	15
1215-1230	41	327	62	54	137	15	39	264	19	36	137	20
1230-1245	33	339	59	59	152	19	62	266	30	29	151	26
1245-0100	39	350	51	71	166	20	57	318	26	37	127	27
0100-0115	47	368	69	91	158	28	42	265	24	40	157	33
0115-0130	49	329	64	67	150	31	39	270	23	21	169	22
0130-0145	30	317	67	54	171	37	51	255	19	34	129	27
0145-0200	34	298	71	52	149	28	46	311	30	23	134	18
0200-0215	51	316	67	40	126	22	43	277	24	22	161	18
0215-0230	42	290	50	67	163	22	40	288	23	19	124	24
0230-0245	52	279	62	56	184	26	28	243	26	20	146	20
0245-0300	39	307	63	59	166	18	43	251	29	21	171	25

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

1200-0100	160	1363	251	248	569	73	203	1095	92	125	568	88	4835
1215-0115	160	1384	241	275	613	82	200	1113	99	142	572	106	4987
1230-0130	168	1386	243	288	626	98	200	1119	103	127	604	108	5070
1245-0145	165	1364	251	283	645	116	189	1108	92	132	582	109	5036
0100-0200	160	1312	271	264	628	124	178	1101	96	118	589	100	4941
0115-0215	164	1260	269	213	596	118	179	1113	96	100	593	85	4786
0130-0230	157	1221	255	213	609	109	180	1131	96	98	548	87	4704
0145-0245	179	1183	250	215	622	98	157	1119	103	84	565	80	4655
0200-0300	184	1192	242	222	639	88	154	1059	102	82	602	87	4653

M.D. PEAK HOUR
1230-0130

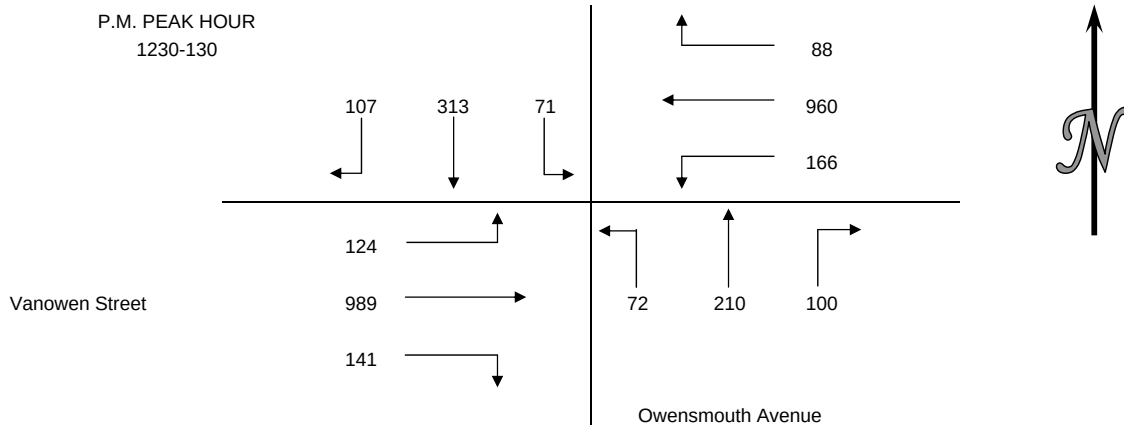


THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, June 2, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S Owensmouth Avenue
 E/W Vanowen Street

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	28	84	17	28	201	46	30	54	14	28	246	30	806
1215-1230	20	82	16	15	214	28	20	46	16	43	225	17	742
1230-1245	24	73	17	19	235	41	24	47	22	41	247	30	820
1245-100	20	94	21	18	237	40	22	61	21	33	226	28	821
100-115	32	71	15	31	245	48	34	67	20	43	275	42	923
115-130	31	75	18	20	243	37	20	35	9	24	241	24	777
130-145	23	85	10	15	203	37	23	56	9	29	238	29	757
145-200	27	58	13	13	203	23	18	53	15	38	244	29	734
200-215	23	79	17	18	211	28	26	56	9	60	271	41	839
215-230	22	79	26	25	239	37	34	48	14	37	263	23	847
230-245	29	62	21	11	198	21	26	84	16	42	246	37	793
245-300	20	71	14	18	205	26	35	59	17	38	254	28	785
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	92	333	71	80	887	155	96	208	73	145	944	105	3189
1215-115	96	320	69	83	931	157	100	221	79	160	973	117	3306
1230-130	107	313	71	88	960	166	100	210	72	141	989	124	3341
1245-145	106	325	64	84	928	162	99	219	59	129	980	123	3278
100-200	113	289	56	79	894	145	95	211	53	134	998	124	3191
115-215	104	297	58	66	860	125	87	200	42	151	994	123	3107
130-230	95	301	66	71	856	125	101	213	47	164	1016	122	3177
145-245	101	278	77	67	851	109	104	241	54	177	1024	130	3213
200-300	94	291	78	72	853	112	121	247	56	177	1034	129	3264

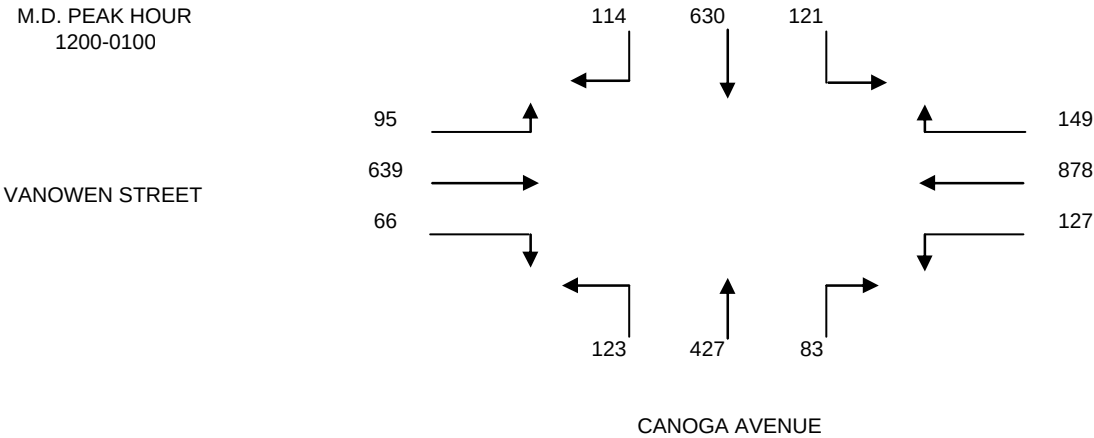


INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: WESTFIELD WEST VALLEY II - WOODLAND HILLS
 DATE: SATURDAY, JUNE 02, 2007
 PERIOD: 12:00 PM TO 03:00 PM
 INTERSECTION: N/S CANOGA AVENUE
 E/W VANOWEN STREET
 FILE NUMBER: 12-MD

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
1200-1215	21	158	33	37	215	26	20	120	30	17	184	31
1215-1230	25	144	31	36	224	31	18	105	22	12	153	21
1230-1245	30	163	32	32	225	33	20	95	31	22	172	27
1245-0100	38	165	25	44	214	37	25	107	40	15	130	16
0100-0115	17	150	34	30	222	32	19	113	38	31	157	22
0115-0130	29	149	25	23	230	21	26	94	37	15	145	19
0130-0145	40	137	25	38	227	34	29	110	31	12	128	21
0145-0200	27	140	28	59	203	38	26	112	40	14	145	17
0200-0215	28	119	34	27	221	32	26	102	32	16	162	28
0215-0230	24	141	23	35	216	39	29	116	38	18	176	18
0230-0245	29	123	33	33	211	22	18	114	42	13	181	20
0245-0300	25	117	24	31	221	26	17	93	24	22	177	22

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
1200-0100	114	630	121	149	878	127	83	427	123	66	639	95	3452
1215-0115	110	622	122	142	885	133	82	420	131	80	612	86	3425
1230-0130	114	627	116	129	891	123	90	409	146	83	604	84	3416
1245-0145	124	601	109	135	893	124	99	424	146	73	560	78	3366
0100-0200	113	576	112	150	882	125	100	429	146	72	575	79	3359
0115-0215	124	545	112	147	881	125	107	418	140	57	580	85	3321
0130-0230	119	537	110	159	867	143	110	440	141	60	611	84	3381
0145-0245	108	523	118	154	851	131	99	444	152	61	664	83	3388
0200-0300	106	500	114	126	869	119	90	425	136	69	696	88	3338

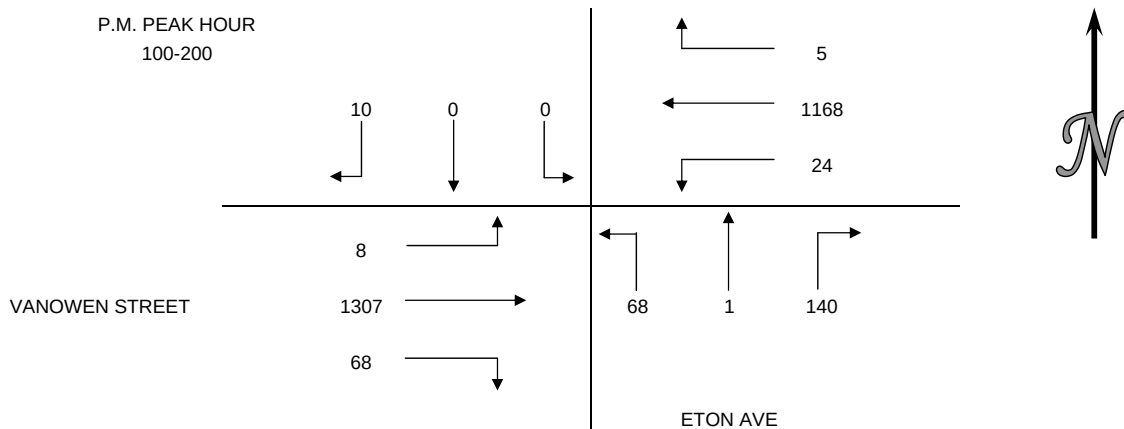


THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY DECEMBER 1, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S ETON AVE
 E/W VANOWEN STREET
 CITY: WOODLAND HILLS

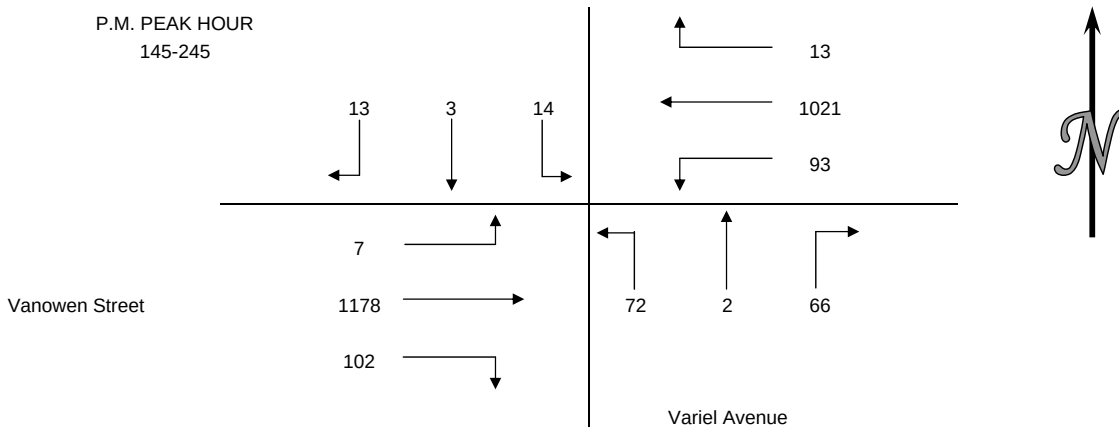
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	0	0	0	1	270	5	19	0	6	23	302	2	628
1215-1230	3	0	0	1	275	3	26	0	4	15	314	2	643
1230-1245	4	0	2	1	274	2	30	0	19	25	317	3	677
1245-100	1	0	0	0	301	4	29	1	18	31	278	2	665
100-115	4	0	0	2	308	9	33	0	19	20	315	1	711
115-130	2	0	0	1	260	7	36	0	18	10	317	2	653
130-145	3	0	0	2	285	5	45	1	21	16	335	2	715
145-200	1	0	0	0	315	3	26	0	10	22	340	3	720
200-215	0	0	0	0	295	4	36	0	7	18	336	2	698
215-230	1	0	0	0	268	4	25	0	8	14	329	4	653
230-245	2	0	3	0	284	6	41	0	17	16	330	2	701
245-300	2	0	0	1	321	7	25	0	14	12	316	1	699
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	8	0	2	3	1120	14	104	1	47	94	1211	9	2613
1215-115	12	0	2	4	1158	18	118	1	60	91	1224	8	2696
1230-130	11	0	2	4	1143	22	128	1	74	86	1227	8	2706
1245-145	10	0	0	5	1154	25	143	2	76	77	1245	7	2744
100-200	10	0	0	5	1168	24	140	1	68	68	1307	8	2799
115-215	6	0	0	3	1155	19	143	1	56	66	1328	9	2786
130-230	5	0	0	2	1163	16	132	1	46	70	1340	11	2786
145-245	4	0	3	0	1162	17	128	0	42	70	1335	11	2772
200-300	5	0	3	1	1168	21	127	0	46	60	1311	9	2751



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, May 19, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S Variel Avenue
 E/W Vanowen Street

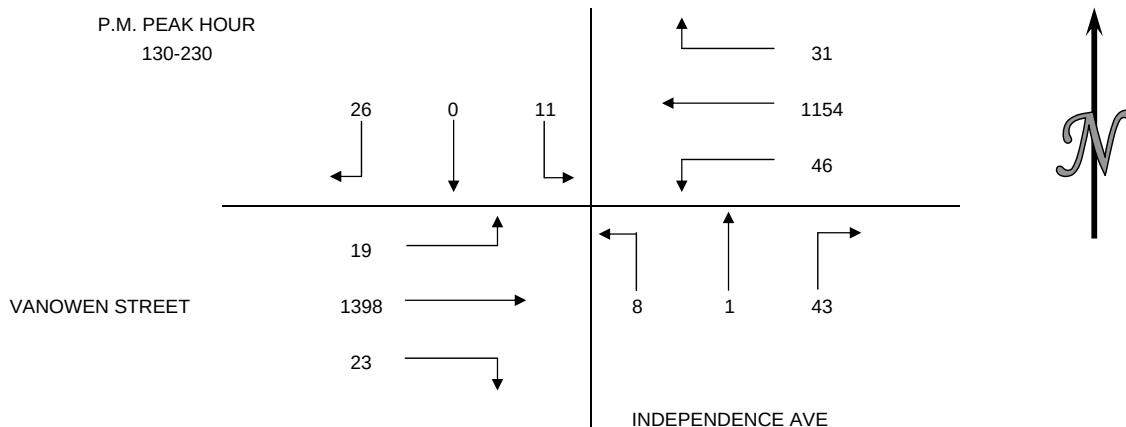
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	2	1	3	1	229	16	7	1	20	27	278	5	590
1215-1230	1	0	6	6	206	25	23	0	13	21	259	4	564
1230-1245	4	0	2	4	256	36	14	0	18	34	254	5	627
1245-100	4	2	5	4	271	29	19	1	18	26	260	1	640
100-115	5	0	6	4	256	33	12	0	14	25	281	1	637
115-130	7	0	5	2	234	27	13	0	14	30	298	1	631
130-145	3	0	2	0	213	21	13	0	23	21	273	2	571
145-200	2	1	5	3	254	25	20	1	19	35	282	1	648
200-215	3	0	1	3	259	25	17	0	23	27	303	1	662
215-230	2	1	3	3	244	22	17	1	18	21	286	3	621
230-245	6	1	5	4	264	21	12	0	12	19	307	2	653
245-300	0	0	5	5	231	20	18	1	13	32	295	0	620
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	11	3	16	15	962	106	63	2	69	108	1051	15	2421
1215-115	14	2	19	18	989	123	68	1	63	106	1054	11	2468
1230-130	20	2	18	14	1017	125	58	1	64	115	1093	8	2535
1245-145	19	2	18	10	974	110	57	1	69	102	1112	5	2479
100-200	17	1	18	9	957	106	58	1	70	111	1134	5	2487
115-215	15	1	13	8	960	98	63	1	79	113	1156	5	2512
130-230	10	2	11	9	970	93	67	2	83	104	1144	7	2502
145-245	13	3	14	13	1021	93	66	2	72	102	1178	7	2584
200-300	11	2	14	15	998	88	64	2	66	99	1191	6	2556



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY DECEMBER 1, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S INDEPENDENCE AVE
 E/W VANOWEN STREET
 CITY: WOODLAND HILLS

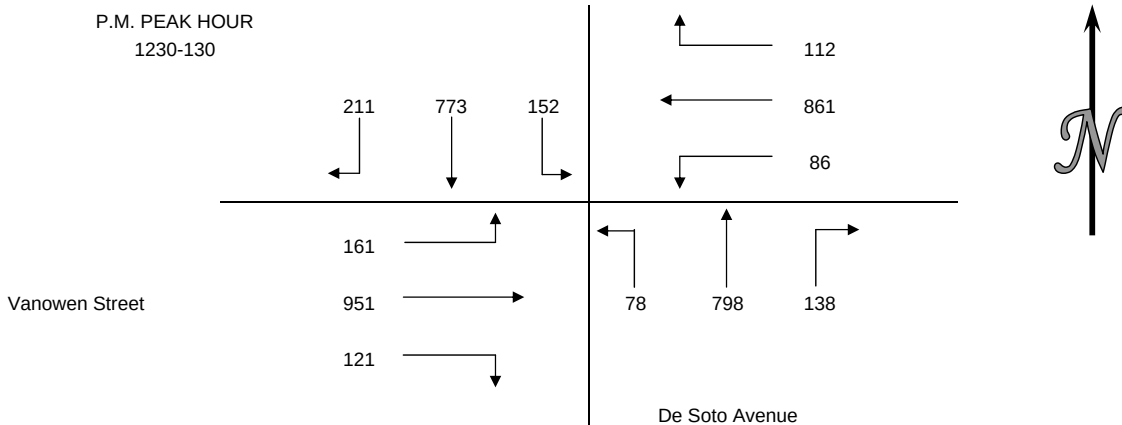
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	4	1	1	8	267	7	8	1	5	9	280	6	597
1215-1230	7	1	3	1	282	9	8	0	2	7	307	6	633
1230-1245	3	1	3	7	293	8	7	0	3	7	287	4	623
1245-100	4	0	5	7	297	13	13	0	4	5	305	8	661
100-115	6	0	4	7	320	8	9	0	4	16	308	9	691
115-130	5	0	1	5	264	11	6	0	4	6	330	7	639
130-145	5	0	3	7	296	13	9	0	1	4	350	6	694
145-200	8	0	2	6	305	3	15	0	2	4	352	5	702
200-215	8	0	2	14	281	18	8	1	4	3	324	3	666
215-230	5	0	4	4	272	12	11	0	1	12	372	5	698
230-245	4	1	8	9	291	11	10	0	1	3	309	6	653
245-300	6	0	7	17	299	13	5	0	1	6	353	10	717
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	18	3	12	23	1139	37	36	1	14	28	1179	24	2514
1215-115	20	2	15	22	1192	38	37	0	13	35	1207	27	2608
1230-130	18	1	13	26	1174	40	35	0	15	34	1230	28	2614
1245-145	20	0	13	26	1177	45	37	0	13	31	1293	30	2685
100-200	24	0	10	25	1185	35	39	0	11	30	1340	27	2726
115-215	26	0	8	32	1146	45	38	1	11	17	1356	21	2701
130-230	26	0	11	31	1154	46	43	1	8	23	1398	19	2760
145-245	25	1	16	33	1149	44	44	1	8	22	1357	19	2719
200-300	23	1	21	44	1143	54	34	1	7	24	1358	24	2734



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, May 19, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S De Soto Avenue
 E/W Vanowen Street

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	45	174	41	35	203	24	21	188	14	23	243	40	1051
1215-1230	46	201	31	25	214	27	22	161	15	17	206	27	992
1230-1245	48	209	41	33	250	26	34	218	24	31	249	40	1203
1245-100	53	180	44	22	200	21	27	179	12	20	242	32	1032
100-115	62	174	31	21	183	16	37	206	17	31	243	36	1057
115-130	48	210	36	36	228	23	40	195	25	39	217	53	1150
130-145	50	180	46	36	202	26	26	197	22	23	244	53	1105
145-200	45	179	22	33	185	21	24	148	26	19	223	34	959
200-215	51	170	35	25	210	24	26	177	20	28	279	43	1088
215-230	58	213	36	31	236	24	31	218	21	26	224	53	1171
230-245	38	189	46	20	190	26	12	188	22	25	212	32	1000
245-300	38	168	28	35	217	23	13	167	34	23	230	39	1015
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	192	764	157	115	867	98	104	746	65	91	940	139	4278
1215-115	209	764	147	101	847	90	120	764	68	99	940	135	4284
1230-130	211	773	152	112	861	86	138	798	78	121	951	161	4442
1245-145	213	744	157	115	813	86	130	777	76	113	946	174	4344
100-200	205	743	135	126	798	86	127	746	90	112	927	176	4271
115-215	194	739	139	130	825	94	116	717	93	109	963	183	4302
130-230	204	742	139	125	833	95	107	740	89	96	970	183	4323
145-245	192	751	139	109	821	95	93	731	89	98	938	162	4218
200-300	185	740	145	111	853	97	82	750	97	102	945	167	4274



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: WESTFIELD WEST VALLEY II - WOODLAND HILLS
 DATE: SATURDAY, JUNE 02, 2007
 PERIOD: 12:00 PM TO 03:00 PM
 INTERSECTION: N/S TOPANGA CANYON BOULEVARD
 E/W KITTRIDGE STREET
 FILE NUMBER: 15-MD

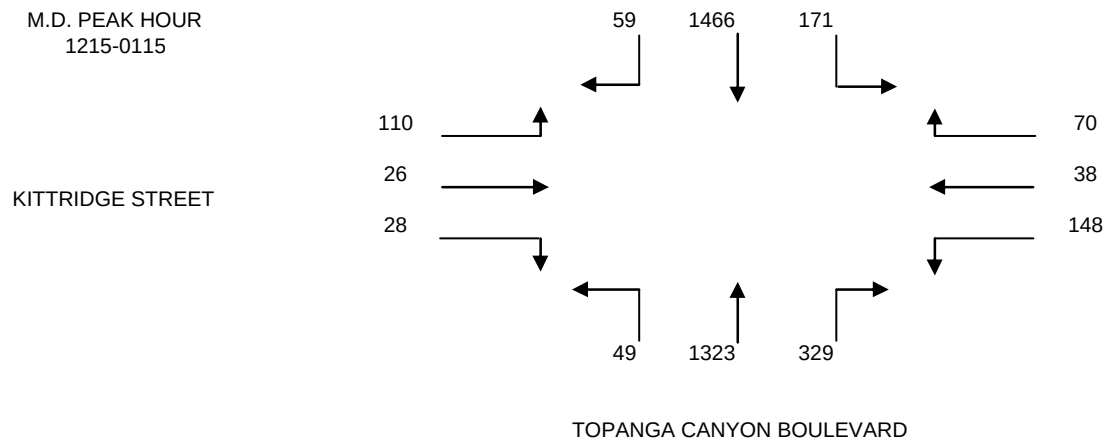
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

1200-1215	16	307	25	15	8	20	88	315	10	5	8	30
1215-1230	19	350	39	18	8	28	75	312	14	7	5	25
1230-1245	16	368	40	15	8	40	73	330	15	9	6	33
1245-0100	16	389	44	17	12	41	109	329	10	7	6	31
0100-0115	8	359	48	20	10	39	72	352	10	5	9	21
0115-0130	7	342	41	24	13	41	92	300	8	3	5	15
0130-0145	8	366	40	24	10	26	74	319	10	3	3	13
0145-0200	5	322	65	33	14	58	92	348	8	4	4	19
0200-0215	10	306	36	38	9	46	104	304	7	6	4	15
0215-0230	7	267	31	23	5	39	74	285	9	4	4	10
0230-0245	10	299	38	30	11	53	67	289	5	5	5	12
0245-0300	7	273	36	42	8	44	89	312	5	8	2	8

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

1200-0100	67	1414	148	65	36	129	345	1286	49	28	25	119	3711
1215-0115	59	1466	171	70	38	148	329	1323	49	28	26	110	3817
1230-0130	47	1458	173	76	43	161	346	1311	43	24	26	100	3808
1245-0145	39	1456	173	85	45	147	347	1300	38	18	23	80	3751
0100-0200	28	1389	194	101	47	164	330	1319	36	15	21	68	3712
0115-0215	30	1336	182	119	46	171	362	1271	33	16	16	62	3644
0130-0230	30	1261	172	118	38	169	344	1256	34	17	15	57	3511
0145-0245	32	1194	170	124	39	196	337	1226	29	19	17	56	3439
0200-0300	34	1145	141	133	33	182	334	1190	26	23	15	45	3301

M.D. PEAK HOUR
1215-0115



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

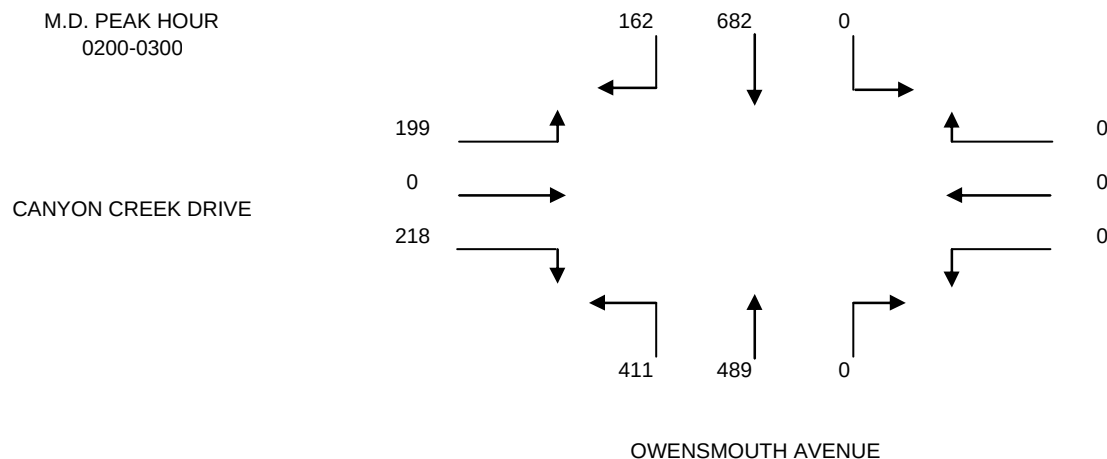
CLIENT: CRAIN & ASSOCIATES
 PROJECT: WESTFIELD WEST VALLEY II
 DATE: SATURDAY, JULY 28, 2007
 PERIOD: 12:00 PM TO 03:00 PM
 INTERSECTION: N/S OWENSMOUTH AVENUE
 E/W CANYON CREEK DRIVE
 FILE NUMBER: 1-MD

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

1200-1215	24	149	0	0	0	0	0	97	79	29	0	17
1215-1230	16	154	0	0	0	0	0	93	89	29	0	24
1230-1245	19	161	0	0	0	0	0	100	94	36	0	31
1245-0100	20	159	0	0	0	0	0	110	102	34	0	29
0100-0115	35	162	0	0	0	0	0	103	89	39	0	37
0115-0130	44	149	0	0	0	0	0	125	111	48	0	48
0130-0145	30	166	0	0	0	0	0	111	108	54	0	55
0145-0200	46	177	0	0	0	0	0	129	110	49	0	39
0200-0215	55	176	0	0	0	0	0	114	109	44	0	39
0215-0230	33	181	0	0	0	0	0	122	105	47	0	57
0230-0245	35	159	0	0	0	0	0	115	95	59	0	55
0245-0300	39	166	0	0	0	0	0	138	102	68	0	48

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

1200-0100	79	623	0	0	0	0	0	400	364	128	0	101	1695
1215-0115	90	636	0	0	0	0	0	406	374	138	0	121	1765
1230-0130	118	631	0	0	0	0	0	438	396	157	0	145	1885
1245-0145	129	636	0	0	0	0	0	449	410	175	0	169	1968
0100-0200	155	654	0	0	0	0	0	468	418	190	0	179	2064
0115-0215	175	668	0	0	0	0	0	479	438	195	0	181	2136
0130-0230	164	700	0	0	0	0	0	476	432	194	0	190	2156
0145-0245	169	693	0	0	0	0	0	480	419	199	0	190	2150
0200-0300	162	682	0	0	0	0	0	489	411	218	0	199	2161

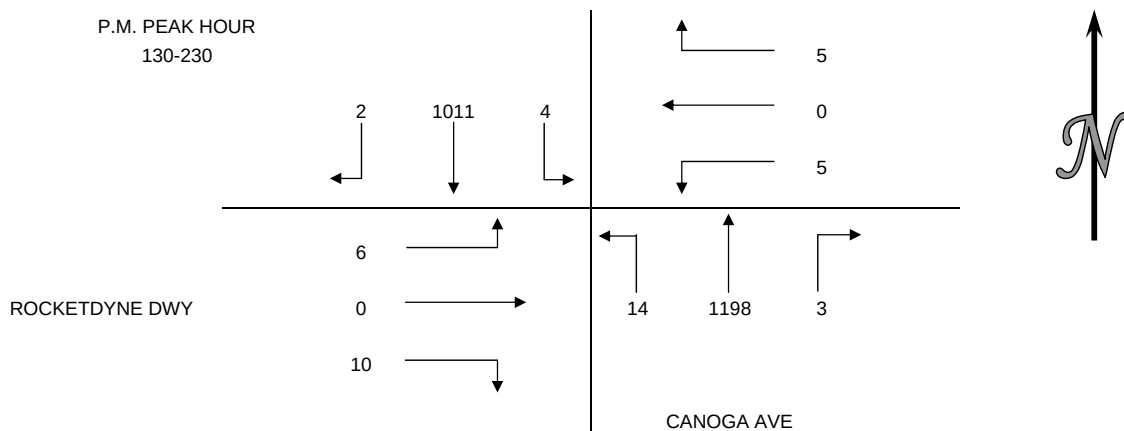


THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY DECEMBER 1, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S CANOGA AVE
 E/W ROCKETDYNE DWY
 CITY: WOODLAND HILLS

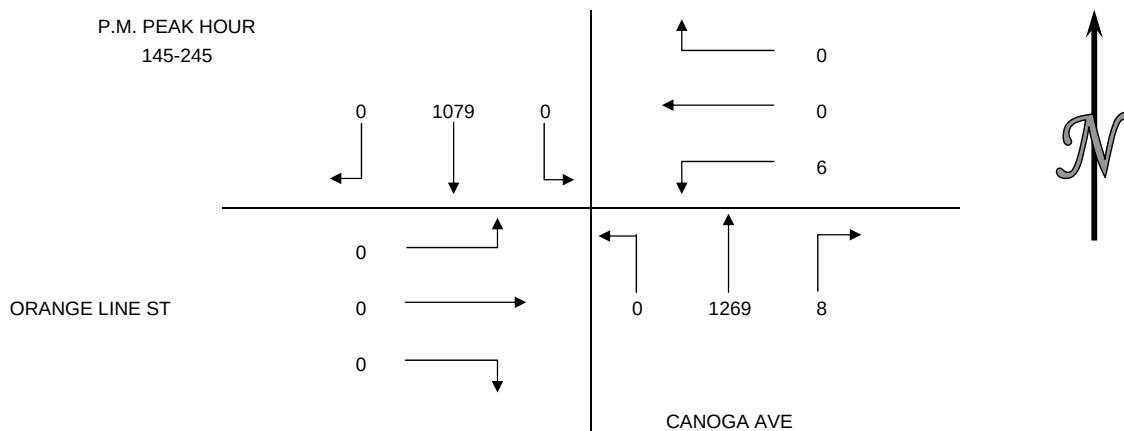
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	1	250	1	0	1	1	2	254	1	1	0	6	518
1215-1230	1	245	2	1	0	0	1	277	4	0	0	2	533
1230-1245	0	247	0	1	0	0	0	244	11	0	0	1	504
1245-100	2	264	2	0	0	1	0	275	2	1	0	0	547
100-115	0	226	0	0	0	0	0	278	6	0	0	1	511
115-130	0	227	2	0	0	0	1	262	1	0	0	0	493
130-145	1	252	4	2	0	1	2	298	5	5	0	2	572
145-200	0	274	0	2	0	0	0	292	4	3	0	1	576
200-215	0	249	0	0	0	1	1	315	2	1	0	3	572
215-230	1	236	0	1	0	3	0	293	3	1	0	0	538
230-245	0	259	0	0	0	1	0	295	2	1	0	0	558
245-300	3	247	3	1	0	1	0	267	5	0	0	0	527
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	4	1006	5	2	1	2	3	1050	18	2	0	9	2102
1215-115	3	982	4	2	0	1	1	1074	23	1	0	4	2095
1230-130	2	964	4	1	0	1	1	1059	20	1	0	2	2055
1245-145	3	969	8	2	0	2	3	1113	14	6	0	3	2123
100-200	1	979	6	4	0	1	3	1130	16	8	0	4	2152
115-215	1	1002	6	4	0	2	4	1167	12	9	0	6	2213
130-230	2	1011	4	5	0	5	3	1198	14	10	0	6	2258
145-245	1	1018	0	3	0	5	1	1195	11	6	0	4	2244
200-300	4	991	3	2	0	6	1	1170	12	3	0	3	2195



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY DECEMBER 1, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S CANOGA AVE
 E/W ORANGE LINE ST
 CITY: WOODLAND HILLS

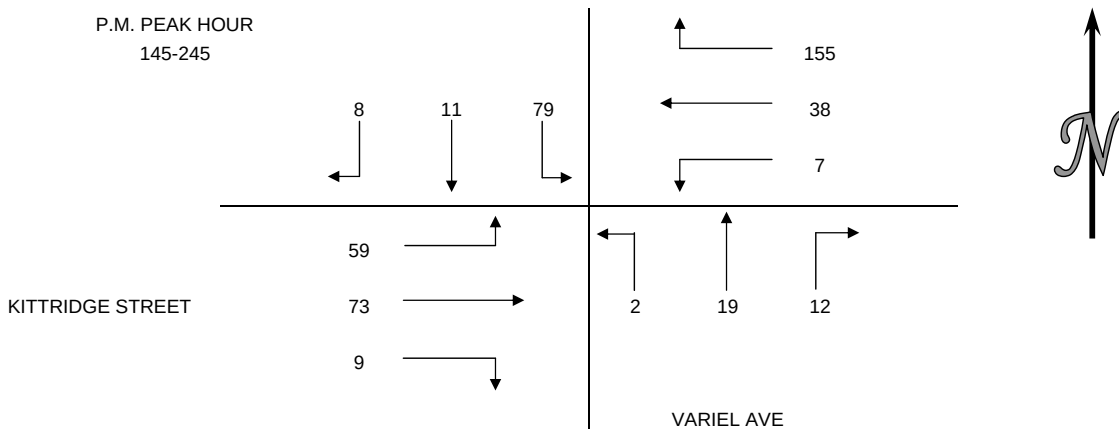
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	0	260	0	1	0	3	2	263	0	0	0	0	529
1215-1230	0	274	0	1	0	2	1	282	0	0	0	0	560
1230-1245	0	240	0	0	0	2	2	279	0	0	0	0	523
1245-100	0	272	0	0	0	1	2	280	0	0	0	0	555
100-115	0	243	0	0	0	1	2	285	0	0	0	0	531
115-130	0	242	0	0	0	2	1	263	0	0	0	0	508
130-145	0	250	0	0	0	2	1	293	0	0	0	0	546
145-200	0	299	0	0	0	0	2	348	0	0	0	0	649
200-215	0	271	0	0	0	3	2	327	0	0	0	0	603
215-230	0	252	0	0	0	2	2	292	0	0	0	0	548
230-245	0	257	0	0	0	1	2	302	0	0	0	0	562
245-300	0	265	0	0	0	1	2	316	0	0	0	0	584
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	0	1046	0	2	0	8	7	1104	0	0	0	0	2167
1215-115	0	1029	0	1	0	6	7	1126	0	0	0	0	2169
1230-130	0	997	0	0	0	6	7	1107	0	0	0	0	2117
1245-145	0	1007	0	0	0	6	6	1121	0	0	0	0	2140
100-200	0	1034	0	0	0	5	6	1189	0	0	0	0	2234
115-215	0	1062	0	0	0	7	6	1231	0	0	0	0	2306
130-230	0	1072	0	0	0	7	7	1260	0	0	0	0	2346
145-245	0	1079	0	0	0	6	8	1269	0	0	0	0	2362
200-300	0	1045	0	0	0	7	8	1237	0	0	0	0	2297



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY DECEMBER 1, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S VARIEL AVE
 E/W KITTRIDGE STREET
 CITY: WOODLAND HILLS

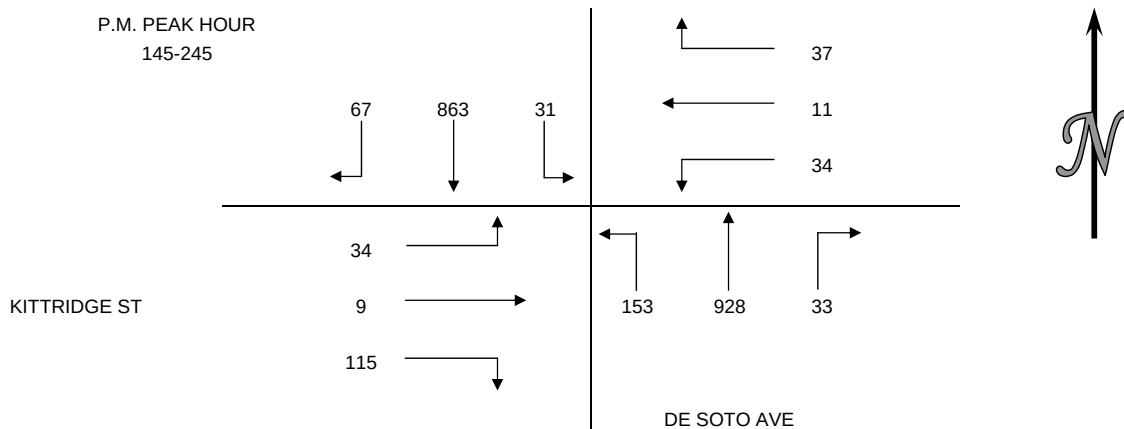
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	4	3	12	25	10	2	3	0	1	2	17	13	92
1215-1230	0	1	8	37	2	1	2	5	0	0	23	15	94
1230-1245	2	0	10	35	7	2	2	5	1	3	18	8	93
1245-100	3	0	25	39	15	3	2	2	0	1	17	9	116
100-115	4	2	11	32	6	4	2	2	1	2	14	10	90
115-130	3	3	17	44	5	2	7	1	0	2	29	16	129
130-145	2	2	9	32	8	1	3	2	1	1	18	9	88
145-200	2	4	16	41	8	0	2	4	1	3	16	19	116
200-215	2	4	21	41	11	3	2	5	1	1	26	10	127
215-230	1	2	25	37	9	2	4	6	0	3	21	14	124
230-245	3	1	17	36	10	2	4	4	0	2	10	16	105
245-300	3	2	16	38	7	3	5	1	1	3	15	15	109
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	9	4	55	136	34	8	9	12	2	6	75	45	395
1215-115	9	3	54	143	30	10	8	14	2	6	72	42	393
1230-130	12	5	63	150	33	11	13	10	2	8	78	43	428
1245-145	12	7	62	147	34	10	14	7	2	6	78	44	423
100-200	11	11	53	149	27	7	14	9	3	8	77	54	423
115-215	9	13	63	158	32	6	14	12	3	7	89	54	460
130-230	7	12	71	151	36	6	11	17	3	8	81	52	455
145-245	8	11	79	155	38	7	12	19	2	9	73	59	472
200-300	9	9	79	152	37	10	15	16	2	9	72	55	465



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY DECEMBER 1, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S DE SOTO AVE
 E/W KITTRIDGE ST
 CITY: WOODLAND HILLS

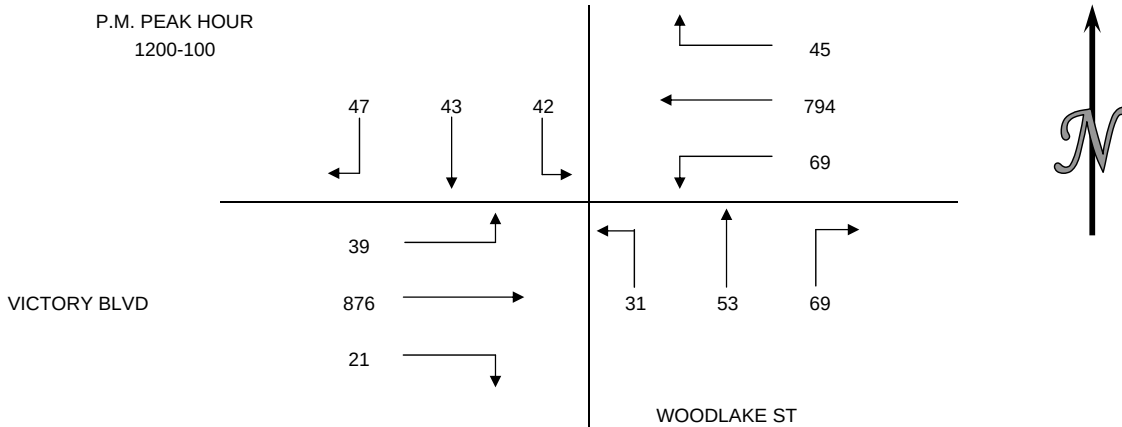
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	22	203	7	7	2	13	9	179	23	21	2	4	492
1215-1230	11	249	8	8	3	9	5	186	38	27	0	3	547
1230-1245	13	227	10	11	2	14	7	219	44	36	1	6	590
1245-100	14	202	6	10	2	15	5	200	30	35	2	10	531
100-115	13	229	8	3	2	10	11	204	33	35	2	9	559
115-130	19	219	6	13	3	9	11	216	33	24	1	5	559
130-145	17	181	13	7	2	10	11	209	29	33	5	7	524
145-200	20	213	10	9	5	10	11	238	34	30	3	9	592
200-215	14	217	7	9	4	10	9	213	38	28	1	5	555
215-230	19	215	8	11	1	4	9	237	48	29	1	11	593
230-245	14	218	6	8	1	10	4	240	33	28	4	9	575
245-300	16	227	11	8	1	12	16	209	23	36	1	6	566
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	60	881	31	36	9	51	26	784	135	119	5	23	2160
1215-115	51	907	32	32	9	48	28	809	145	133	5	28	2227
1230-130	59	877	30	37	9	48	34	839	140	130	6	30	2239
1245-145	63	831	33	33	9	44	38	829	125	127	10	31	2173
100-200	69	842	37	32	12	39	44	867	129	122	11	30	2234
115-215	70	830	36	38	14	39	42	876	134	115	10	26	2230
130-230	70	826	38	36	12	34	40	897	149	120	10	32	2264
145-245	67	863	31	37	11	34	33	928	153	115	9	34	2315
200-300	63	877	32	36	7	36	38	899	142	121	7	31	2289



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WEST SAN FERNANDO VALLEY TRAFFIC COUNTS
 DATE: SATURDAY OCTOBER 20, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S WOODLAKE ST
 E/W VICTORY BLVD

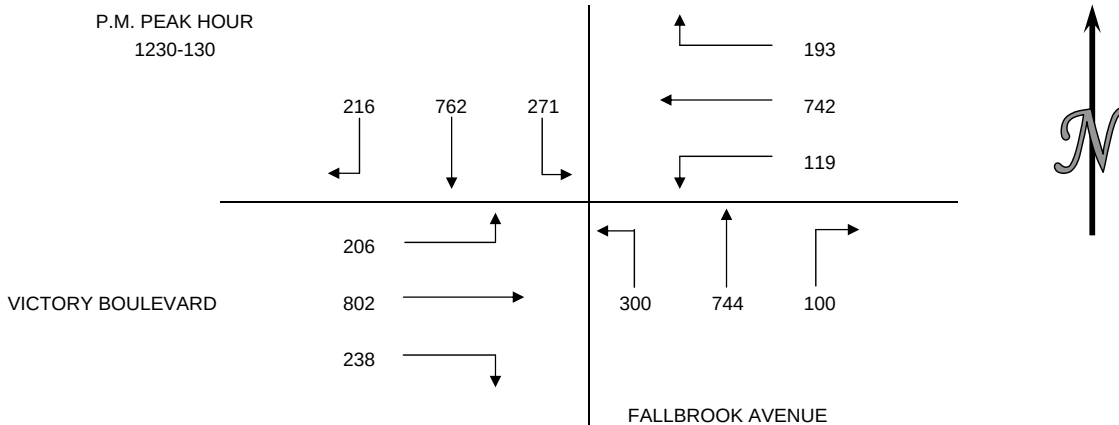
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	9	13	12	16	217	23	19	17	7	8	234	12	587
1215-1230	11	10	9	11	195	12	20	14	7	3	224	11	527
1230-1245	16	9	6	11	181	16	13	10	8	5	200	10	485
1245-100	11	11	15	7	201	18	17	12	9	5	218	6	530
100-115	4	18	15	11	198	15	16	10	6	12	200	5	510
115-130	4	9	16	18	182	8	16	12	9	6	219	4	503
130-145	13	9	9	7	186	15	13	10	5	5	181	6	459
145-200	12	8	9	18	216	11	19	19	5	6	179	11	513
200-215	8	12	11	13	215	19	17	12	6	7	212	8	540
215-230	13	5	12	16	187	11	21	10	4	1	170	5	455
230-245	4	9	2	15	197	17	20	10	13	4	179	3	473
245-300	6	7	13	22	188	18	28	9	7	7	190	3	498
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	47	43	42	45	794	69	69	53	31	21	876	39	2129
1215-115	42	48	45	40	775	61	66	46	30	25	842	32	2052
1230-130	35	47	52	47	762	57	62	44	32	28	837	25	2028
1245-145	32	47	55	43	767	56	62	44	29	28	818	21	2002
100-200	33	44	49	54	782	49	64	51	25	29	779	26	1985
115-215	37	38	45	56	799	53	65	53	25	24	791	29	2015
130-230	46	34	41	54	804	56	70	51	20	19	742	30	1967
145-245	37	34	34	62	815	58	77	51	28	18	740	27	1981
200-300	31	33	38	66	787	65	86	41	30	19	751	19	1966



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, June 9, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S Fallbrook Avenue
 E/W Victory Boulevard

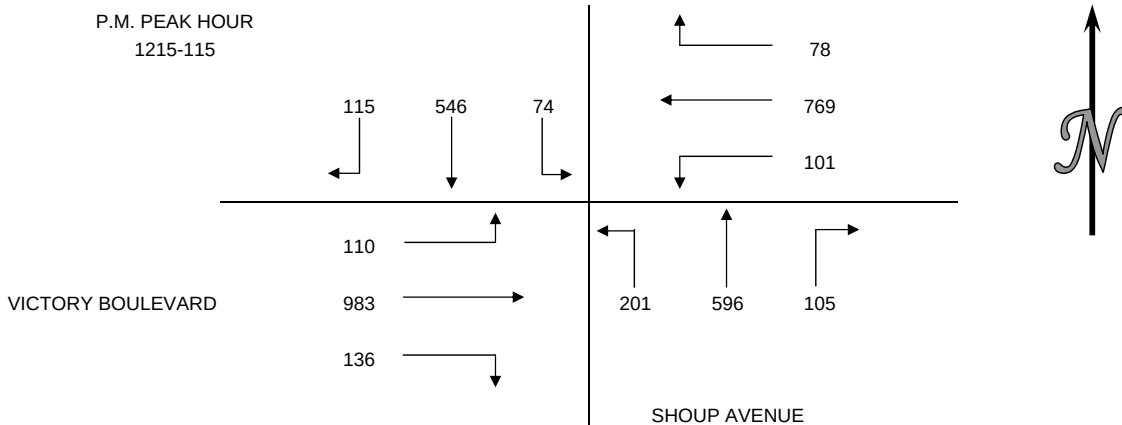
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	25	194	42	30	123	24	16	173	54	57	196	42	976
1215-1230	46	213	63	46	174	35	19	165	66	65	185	48	1125
1230-1245	52	214	74	51	190	27	20	177	79	77	207	45	1213
1245-100	46	182	70	43	168	29	30	181	71	51	201	49	1121
100-115	48	179	58	54	209	32	20	178	72	50	191	51	1142
115-130	70	187	69	45	175	31	30	208	78	60	203	61	1217
130-145	53	188	57	40	187	24	38	189	67	47	204	58	1152
145-200	46	183	64	57	174	32	26	185	72	44	177	57	1117
200-215	46	214	58	54	165	20	19	177	70	48	194	50	1115
215-230	55	206	73	54	173	27	15	156	66	32	172	54	1083
230-245	40	204	59	51	168	31	19	188	60	35	179	50	1084
245-300	40	216	75	62	179	27	23	203	80	48	162	49	1164
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	169	803	249	170	655	115	85	696	270	250	789	184	4435
1215-115	192	788	265	194	741	123	89	701	288	243	784	193	4601
1230-130	216	762	271	193	742	119	100	744	300	238	802	206	4693
1245-145	217	736	254	182	739	116	118	756	288	208	799	219	4632
100-200	217	737	248	196	745	119	114	760	289	201	775	227	4628
115-215	215	772	248	196	701	107	113	759	287	199	778	226	4601
130-230	200	791	252	205	699	103	98	707	275	171	747	219	4467
145-245	187	807	254	216	680	110	79	706	268	159	722	211	4399
200-300	181	840	265	221	685	105	76	724	276	163	707	203	4446



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, June 9, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S Shoup Avenue
 E/W Victory Boulevard

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	32	133	17	31	181	11	19	127	42	31	218	17	859
1215-1230	32	150	26	14	189	19	26	139	48	40	220	30	933
1230-1245	35	147	15	29	214	21	29	164	51	35	272	30	1042
1245-100	27	125	15	17	178	22	25	150	48	35	259	25	926
100-115	21	124	18	18	188	39	25	143	54	26	232	25	913
115-130	19	130	18	20	163	27	23	139	58	32	228	28	885
130-145	23	129	17	25	196	27	21	153	46	30	210	16	893
145-200	23	132	18	20	186	15	22	175	43	32	243	29	938
200-215	25	123	18	29	222	25	17	153	43	34	212	20	921
215-230	24	125	20	26	177	21	21	161	54	26	224	29	908
230-245	23	142	15	17	227	19	21	144	47	36	211	22	924
245-300	18	123	19	17	221	17	12	129	49	31	210	28	874
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	126	555	73	91	762	73	99	580	189	141	969	102	3760
1215-115	115	546	74	78	769	101	105	596	201	136	983	110	3814
1230-130	102	526	66	84	743	109	102	596	211	128	991	108	3766
1245-145	90	508	68	80	725	115	94	585	206	123	929	94	3617
100-200	86	515	71	83	733	108	91	610	201	120	913	98	3629
115-215	90	514	71	94	767	94	83	620	190	128	893	93	3637
130-230	95	509	73	100	781	88	81	642	186	122	889	94	3660
145-245	95	522	71	92	812	80	81	633	187	128	890	100	3691
200-300	90	513	72	89	847	82	71	587	193	127	857	99	3627

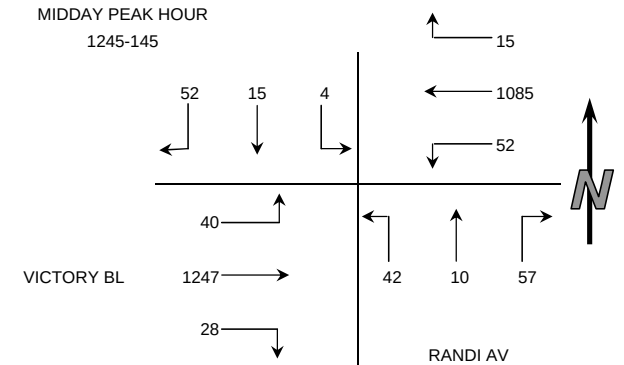


INTERSECTION TURNING MOVEMENT COUNT SUMMARY

COUNTS BY: ACCUTEK
 PROJECT: WESTFIELD WEST VALLEY MIXED-USE DEVELOPMENT
 DATE: SATURDAY, DECEMBER 1, 2007
 PERIODS: MD 12:00 TO 3:00

LOCATION NUMBER: 28
 INTERSECTION: N/S: RANDI AV
 E/W: VICTORY BL
 CITY: WOODLAND HILLS

15 MIN COUNTS													
12:00 PM TO 3:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	11	5	2	6	257	8	9	5	5	2	282	7	599
1215-1230	8	4	0	2	289	14	9	5	3	10	301	7	652
1230-1245	12	2	1	3	239	9	15	4	6	10	297	14	612
1245-100	15	7	1	7	264	8	23	2	13	7	319	12	678
100-115	14	3	0	3	271	11	10	4	12	7	313	12	660
115-130	14	2	0	3	276	15	10	2	8	8	316	10	664
130-145	9	3	3	2	274	18	14	2	9	6	299	6	645
145-200	13	1	3	1	257	20	17	1	3	8	288	5	617
200-215	7	4	2	2	251	15	8	5	5	10	315	7	631
215-230	9	1	3	1	260	10	6	1	5	8	267	9	580
230-245	8	1	1	1	273	9	10	2	4	13	274	4	600
245-300	11	2	2	2	250	12	19	1	9	8	291	6	613
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	46	18	4	18	1049	39	56	16	27	29	1199	40	2541
1215-115	49	16	2	15	1063	42	57	15	34	34	1230	45	2602
1230-130	55	14	2	16	1050	43	58	12	39	32	1245	48	2614
1245-145	52	15	4	15	1085	52	57	10	42	28	1247	40	2647
100-200	50	9	6	9	1078	64	51	9	32	29	1216	33	2586
115-215	43	10	8	8	1058	68	49	10	25	32	1218	28	2557
130-230	38	9	11	6	1042	63	45	9	22	32	1169	27	2473
145-245	37	7	9	5	1041	54	41	9	17	39	1144	25	2428
200-300	35	8	8	6	1034	46	43	9	23	39	1147	26	2424



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: WESTFIELD WEST VALLEY II - WOODLAND HILLS
 DATE: SATURDAY, JUNE 02, 2007
 PERIOD: 12:00 PM TO 03:00 PM
 INTERSECTION: N/S TOPANGA CANYON BOULEVARD
 E/W VICTORY BOULEVARD
 FILE NUMBER: 18-MD

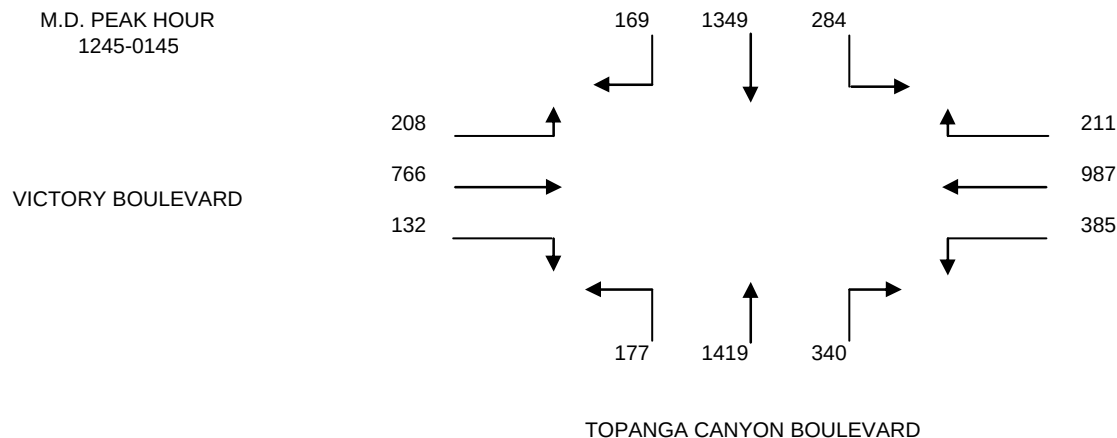
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

1200-1215	19	272	38	25	194	53	59	345	37	17	162	70
1215-1230	29	313	58	37	249	68	94	379	52	17	224	59
1230-1245	51	336	73	38	185	74	57	366	63	21	219	35
1245-0100	51	345	84	67	262	99	96	350	38	40	220	51
0100-0115	57	339	57	59	263	73	96	349	35	45	177	44
0115-0130	37	323	84	32	228	92	89	384	63	20	175	51
0130-0145	24	342	59	53	234	121	59	336	41	27	194	62
0145-0200	20	304	62	31	291	83	53	361	46	37	158	34
0200-0215	26	315	41	66	234	92	70	357	56	45	183	56
0215-0230	32	262	68	41	235	87	85	321	66	30	208	44
0230-0245	22	293	56	32	198	94	78	287	49	29	183	28
0245-0300	28	264	54	50	226	82	68	343	37	20	175	40

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

1200-0100	150	1266	253	167	890	294	306	1440	190	95	825	215	6091
1215-0115	188	1333	272	201	959	314	343	1444	188	123	840	189	6394
1230-0130	196	1343	298	196	938	338	338	1449	199	126	791	181	6393
1245-0145	169	1349	284	211	987	385	340	1419	177	132	766	208	6427
0100-0200	138	1308	262	175	1016	369	297	1430	185	129	704	191	6204
0115-0215	107	1284	246	182	987	388	271	1438	206	129	710	203	6151
0130-0230	102	1223	230	191	994	383	267	1375	209	139	743	196	6052
0145-0245	100	1174	227	170	958	356	286	1326	217	141	732	162	5849
0200-0300	108	1134	219	189	893	355	301	1308	208	124	749	168	5756

M.D. PEAK HOUR
1245-0145

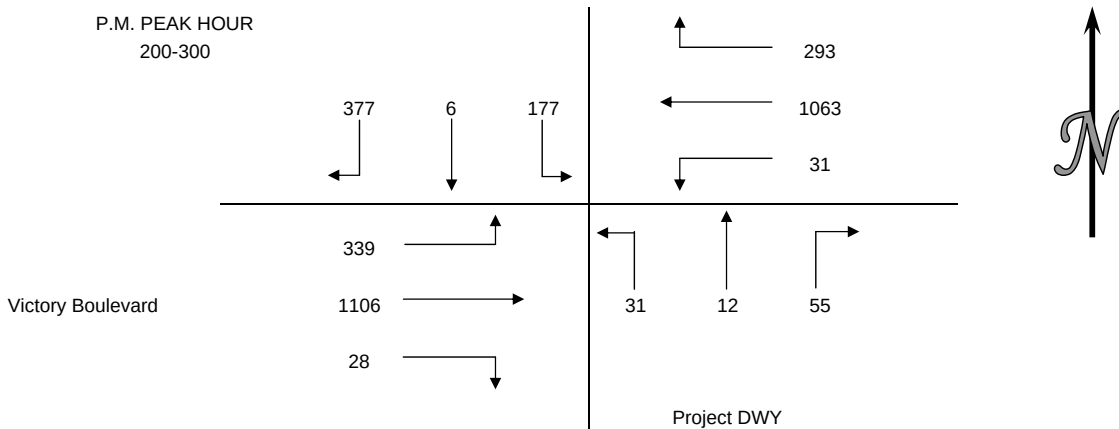


THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, June 2, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S Project DWY
 E/W Victory Boulevard

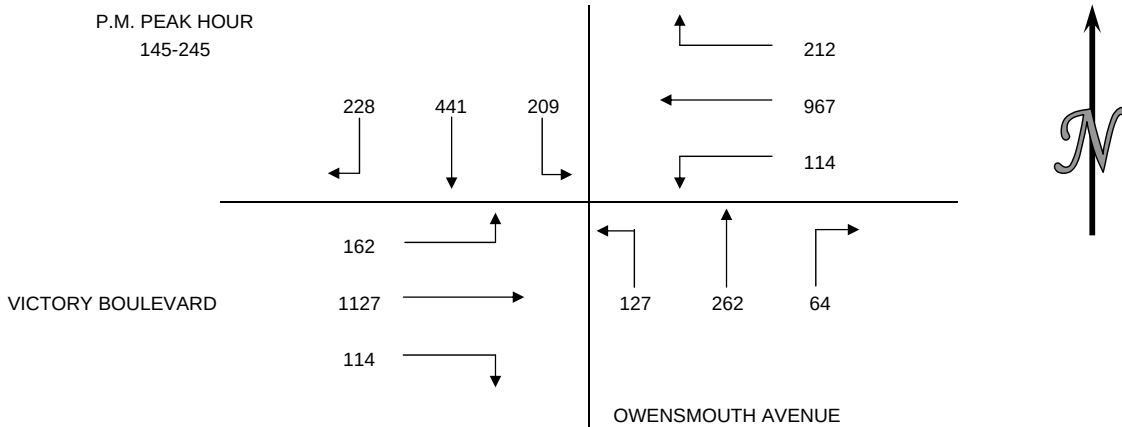
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	54	1	30	91	248	12	8	6	9	11	239	96	805
1215-1230	61	2	30	46	258	11	8	1	4	13	218	91	743
1230-1245	57	2	39	59	289	8	10	2	7	12	270	74	829
1245-100	94	1	30	61	244	9	13	2	5	12	259	108	838
100-115	88	2	40	56	274	3	8	3	4	12	281	105	876
115-130	69	3	38	67	245	6	16	1	7	12	256	82	802
130-145	86	0	47	75	267	11	14	3	6	13	231	74	827
145-200	98	1	32	63	230	4	6	1	7	8	252	76	778
200-215	94	3	46	70	249	8	12	6	4	5	280	102	879
215-230	102	0	41	75	241	7	12	3	10	10	313	79	893
230-245	100	3	45	75	276	8	17	2	12	3	261	80	882
245-300	81	0	45	73	297	8	14	1	5	10	252	78	864
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	266	6	129	257	1039	40	39	11	25	48	986	369	3215
1215-115	300	7	139	222	1065	31	39	8	20	49	1028	378	3286
1230-130	308	8	147	243	1052	26	47	8	23	48	1066	369	3345
1245-145	337	6	155	259	1030	29	51	9	22	49	1027	369	3343
100-200	341	6	157	261	1016	24	44	8	24	45	1020	337	3283
115-215	347	7	163	275	991	29	48	11	24	38	1019	334	3286
130-230	380	4	166	283	987	30	44	13	27	36	1076	331	3377
145-245	394	7	164	283	996	27	47	12	33	26	1106	337	3432
200-300	377	6	177	293	1063	31	55	12	31	28	1106	339	3518



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, June 2, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S Owensmouth Avenue
 E/W Victory Boulevard

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	34	73	39	44	256	26	14	43	36	24	208	33	830
1215-1230	37	107	48	55	283	24	19	37	28	24	209	30	901
1230-1245	41	85	42	41	228	18	21	54	40	17	215	28	830
1245-100	36	115	42	60	293	33	28	74	40	22	254	37	1034
100-115	47	97	49	42	215	20	25	69	25	33	222	53	897
115-130	60	94	45	58	263	22	18	73	29	23	194	49	928
130-145	37	103	40	27	240	22	17	64	37	30	236	31	884
145-200	50	87	48	58	258	27	14	78	26	38	265	42	991
200-215	59	103	40	50	224	23	18	50	29	24	271	31	922
215-230	58	124	44	35	233	25	14	61	35	26	320	40	1015
230-245	61	127	77	69	252	39	18	73	37	26	271	49	1099
245-300	58	120	62	40	243	33	21	80	32	20	230	25	964
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	148	380	171	200	1060	101	82	208	144	87	886	128	3595
1215-115	161	404	181	198	1019	95	93	234	133	96	900	148	3662
1230-130	184	391	178	201	999	93	92	270	134	95	885	167	3689
1245-145	180	409	176	187	1011	97	88	280	131	108	906	170	3743
100-200	194	381	182	185	976	91	74	284	117	124	917	175	3700
115-215	206	387	173	193	985	94	67	265	121	115	966	153	3725
130-230	204	417	172	170	955	97	63	253	127	118	1092	144	3812
145-245	228	441	209	212	967	114	64	262	127	114	1127	162	4027
200-300	236	474	223	194	952	120	71	264	133	96	1092	145	4000



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga Ave

E/W STREET: Victory Blvd

PERIOD: NOON Peak Hour

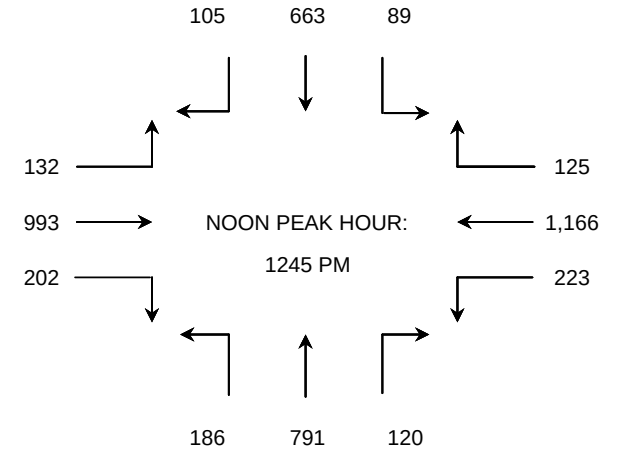
DATE: SATURDAY 5/19/2007

Prepared by: National Data & Surveying Services
Project # 07-2249-014



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	51	252	23	37	235	46	40	178	18	22	172	31	1,105
12:15 - 12:30	61	291	31	36	239	48	48	207	27	28	151	33	1,200
12:30 - 12:45	60	260	27	45	224	49	56	211	31	24	162	22	1,171
12:45 - 1:00	44	306	36	31	249	56	47	190	36	22	148	19	1,184
1:00 - 1:15	67	288	34	34	241	44	42	202	27	25	170	30	1,204
1:15 - 1:30	53	298	33	41	262	52	45	195	31	23	172	31	1,236
1:30 - 1:45	59	274	22	26	241	50	52	204	26	19	173	25	1,171
1:45 - 2:00	39	294	24	42	250	53	45	205	25	23	163	17	1,180
2:00 - 2:15	47	266	19	31	262	42	60	208	22	20	160	18	1,155
2:15 - 2:30	54	281	25	30	288	51	49	227	23	23	166	16	1,233
2:30 - 2:45	55	267	19	37	258	42	55	229	26	20	172	23	1,203
2:45 - 3:00	46	254	18	29	267	46	48	200	23	29	159	21	1,140

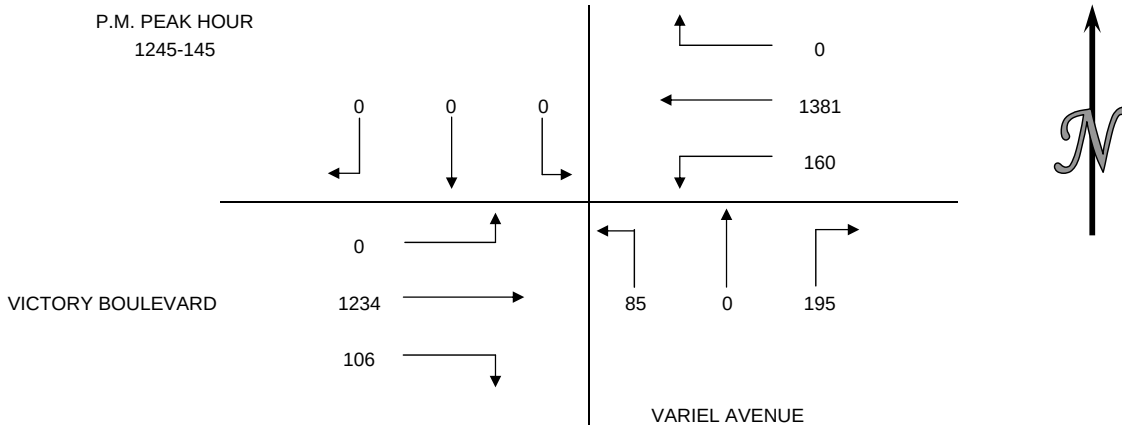
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	216	1,109	117	149	947	199	191	786	112	96	633	105	4,660
12:15 - 1:15	232	1,145	128	146	953	197	193	810	121	99	631	104	4,759
12:30 - 1:30	224	1,152	130	151	976	201	190	798	125	94	652	102	4,795 *
12:45 - 1:45	223	1,166	125	132	993	202	186	791	120	89	663	105	4,795 *
1:00 - 2:00	218	1,154	113	143	994	199	184	806	109	90	678	103	4,791
1:15 - 2:15	198	1,132	98	140	1,015	197	202	812	104	85	668	91	4,742
1:30 - 2:30	199	1,115	90	129	1,041	196	206	844	96	85	662	76	4,739
1:45 - 2:45	195	1,108	87	140	1,058	188	209	869	96	86	661	74	4,771
2:00 - 3:00	202	1,068	81	127	1,075	181	212	864	94	92	657	78	4,731



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, May 19, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S Variel Avenue
 E/W Victory Boulevard

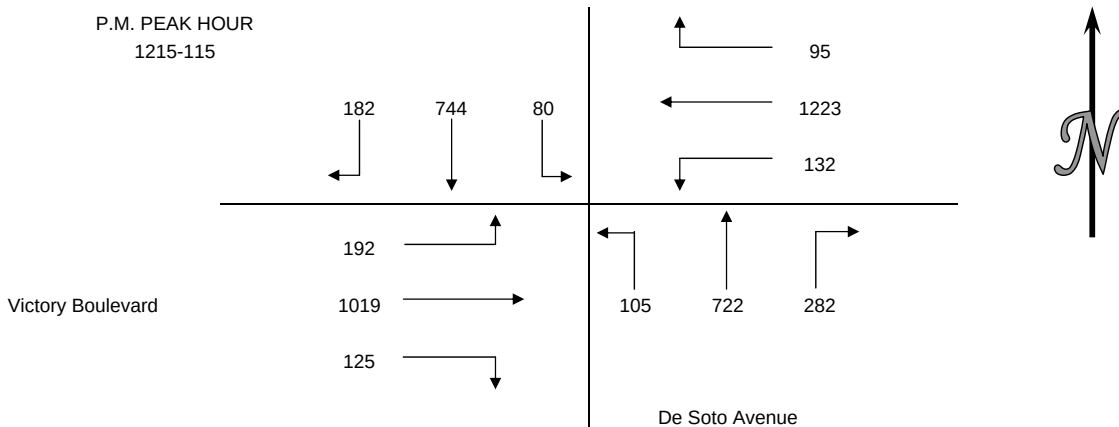
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	0	0	0	0	327	44	68	0	42	39	240	0	760
1215-1230	0	0	0	0	356	29	54	0	39	19	264	0	761
1230-1245	0	0	0	0	331	27	44	0	22	34	301	0	759
1245-100	0	0	0	0	348	42	61	0	32	39	297	0	819
100-115	0	0	0	0	360	41	40	0	23	31	325	0	820
115-130	0	0	0	0	324	34	48	0	13	16	296	0	731
130-145	0	0	0	0	349	43	46	0	17	20	316	0	791
145-200	0	0	0	0	286	38	45	0	22	35	303	0	729
200-215	0	0	0	0	289	37	37	0	31	23	292	0	709
215-230	0	0	0	0	317	44	44	0	35	22	272	0	734
230-245	0	0	0	0	328	30	67	0	31	17	283	0	756
245-300	0	0	0	0	301	28	52	0	24	24	295	0	724
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	0	0	0	0	1362	142	227	0	135	131	1102	0	3099
1215-115	0	0	0	0	1395	139	199	0	116	123	1187	0	3159
1230-130	0	0	0	0	1363	144	193	0	90	120	1219	0	3129
1245-145	0	0	0	0	1381	160	195	0	85	106	1234	0	3161
100-200	0	0	0	0	1319	156	179	0	75	102	1240	0	3071
115-215	0	0	0	0	1248	152	176	0	83	94	1207	0	2960
130-230	0	0	0	0	1241	162	172	0	105	100	1183	0	2963
145-245	0	0	0	0	1220	149	193	0	119	97	1150	0	2928
200-300	0	0	0	0	1235	139	200	0	121	86	1142	0	2923



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, May 19, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S De Soto Avenue
 E/W Victory Boulevard

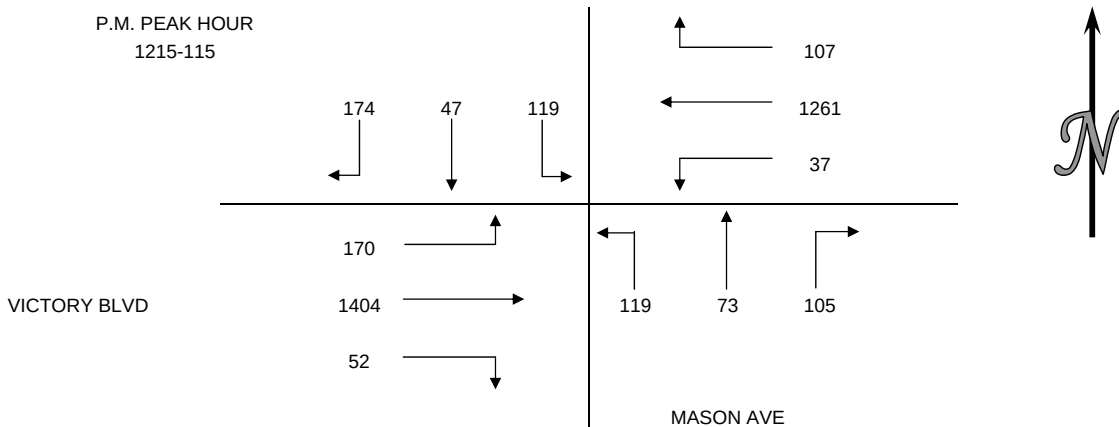
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	46	164	15	29	245	45	45	159	29	24	248	40	1089
1215-1230	36	181	14	24	344	41	68	177	35	39	270	43	1272
1230-1245	53	204	25	23	285	27	62	174	30	29	219	51	1182
1245-100	44	172	26	19	300	36	76	183	24	34	250	41	1205
100-115	49	187	15	29	294	28	76	188	16	23	280	57	1242
115-130	52	164	23	24	302	31	80	178	25	38	234	37	1188
130-145	47	151	15	25	278	27	39	143	30	34	296	42	1127
145-200	48	197	20	20	313	34	48	168	19	25	276	42	1210
200-215	54	165	13	24	286	28	33	164	29	32	304	53	1185
215-230	55	182	18	20	261	29	35	156	20	27	253	42	1098
230-245	40	155	10	23	313	40	60	191	38	21	240	41	1172
245-300	44	157	12	23	209	24	21	164	25	32	278	41	1030
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	179	721	80	95	1174	149	251	693	118	126	987	175	4748
1215-115	182	744	80	95	1223	132	282	722	105	125	1019	192	4901
1230-130	198	727	89	95	1181	122	294	723	95	124	983	186	4817
1245-145	192	674	79	97	1174	122	271	692	95	129	1060	177	4762
100-200	196	699	73	98	1187	120	243	677	90	120	1086	178	4767
115-215	201	677	71	93	1179	120	200	653	103	129	1110	174	4710
130-230	204	695	66	89	1138	118	155	631	98	118	1129	179	4620
145-245	197	699	61	87	1173	131	176	679	106	105	1073	178	4665
200-300	193	659	53	90	1069	121	149	675	112	112	1075	177	4485



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WEST SAN FERNANDO VALLEY TRAFFIC COUNTS
 DATE: SATURDAY OCTOBER 20, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S MASON AVE
 E/W VICTORY BLVD

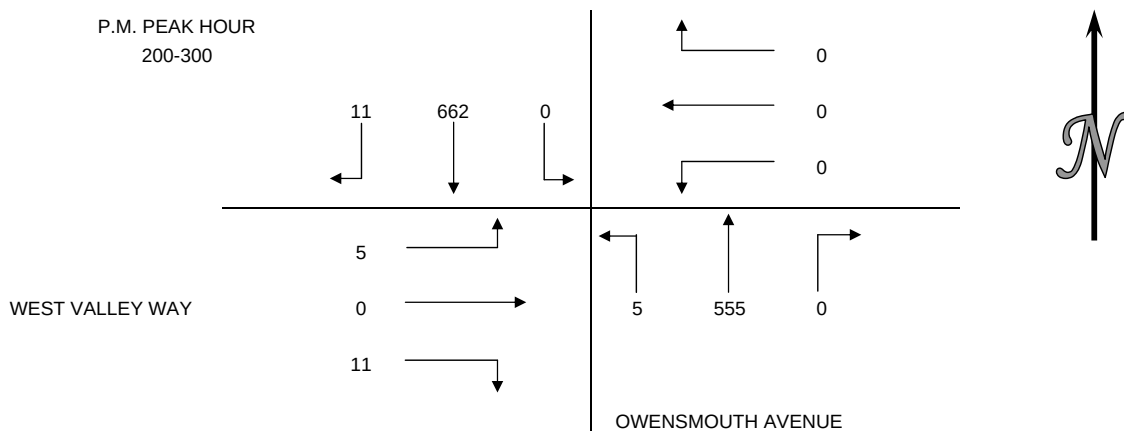
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	40	8	31	12	251	12	37	36	36	20	337	41	861
1215-1230	46	8	32	27	320	15	37	20	29	10	347	27	918
1230-1245	34	7	21	20	321	6	28	23	41	10	385	45	941
1245-100	58	20	37	31	320	9	18	12	22	20	344	53	944
100-115	36	12	29	29	300	7	22	18	27	12	328	45	865
115-130	38	6	20	26	323	8	22	8	25	14	327	71	888
130-145	50	4	28	22	315	13	16	18	28	14	325	42	875
145-200	45	7	31	21	288	10	6	7	18	14	342	40	829
200-215	32	5	17	29	302	11	16	12	19	7	294	43	787
215-230	42	6	29	25	273	6	12	11	18	3	289	49	763
230-245	40	3	17	16	273	3	18	13	15	10	276	30	714
245-300	37	8	21	25	302	19	17	8	9	6	313	44	809
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	178	43	121	90	1212	42	120	91	128	60	1413	166	3664
1215-115	174	47	119	107	1261	37	105	73	119	52	1404	170	3668
1230-130	166	45	107	106	1264	30	90	61	115	56	1384	214	3638
1245-145	182	42	114	108	1258	37	78	56	102	60	1324	211	3572
100-200	169	29	108	98	1226	38	66	51	98	54	1322	198	3457
115-215	165	22	96	98	1228	42	60	45	90	49	1288	196	3379
130-230	169	22	105	97	1178	40	50	48	83	38	1250	174	3254
145-245	159	21	94	91	1136	30	52	43	70	34	1201	162	3093
200-300	151	22	84	95	1150	39	63	44	61	26	1172	166	3073



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY FEBRUARY 2, 2008
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S OWENSMOUTH AVENUE
 E/W WEST VALLEY WAY
 CITY: WOODLAND HILLS

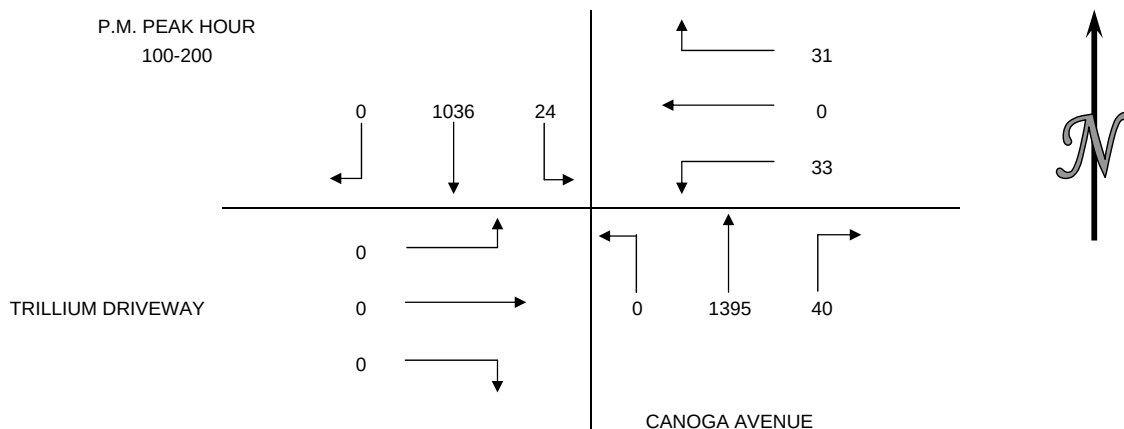
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	0	115	0	0	0	0	0	129	0	2	0	4	250
1215-1230	1	136	0	0	0	0	0	122	2	4	0	1	266
1230-1245	3	148	0	0	0	0	0	128	4	1	0	0	284
1245-100	0	159	0	0	0	0	0	135	1	1	0	0	296
100-115	1	144	0	0	0	0	0	125	3	1	0	9	283
115-130	3	156	0	0	0	0	0	126	2	2	0	1	290
130-145	5	155	0	0	0	0	0	121	1	0	0	2	284
145-200	6	139	0	0	0	0	0	132	1	0	0	1	279
200-215	2	144	0	0	0	0	0	130	1	3	0	1	281
215-230	2	174	0	0	0	0	0	148	1	3	0	1	329
230-245	5	164	0	0	0	0	0	146	0	1	0	1	317
245-300	2	180	0	0	0	0	0	131	3	4	0	2	322
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	4	558	0	0	0	0	0	514	7	8	0	5	1096
1215-115	5	587	0	0	0	0	0	510	10	7	0	10	1129
1230-130	7	607	0	0	0	0	0	514	10	5	0	10	1153
1245-145	9	614	0	0	0	0	0	507	7	4	0	12	1153
100-200	15	594	0	0	0	0	0	504	7	3	0	13	1136
115-215	16	594	0	0	0	0	0	509	5	5	0	5	1134
130-230	15	612	0	0	0	0	0	531	4	6	0	5	1173
145-245	15	621	0	0	0	0	0	556	3	7	0	4	1206
200-300	11	662	0	0	0	0	0	555	5	11	0	5	1249



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY JANUARY 12, 2008
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S CANOGA AVENUE
 E/W TRILLIUM DRIVEWAY
 CITY: WOODLAND HILLS

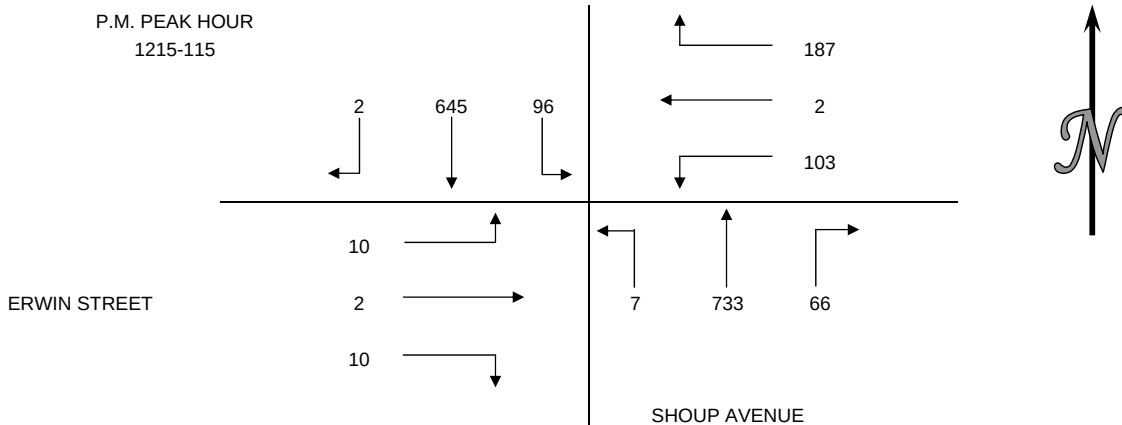
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	0	231	10	10	0	5	9	299	0	0	0	0	564
1215-1230	0	220	9	12	0	19	19	323	0	0	0	0	602
1230-1245	0	279	19	23	0	12	15	319	0	0	0	0	667
1245-100	0	264	4	2	0	2	2	319	0	0	0	0	593
100-115	0	265	5	6	0	2	10	369	0	0	0	0	657
115-130	0	225	4	7	0	3	6	333	0	0	0	0	578
130-145	0	288	5	13	0	9	9	357	0	0	0	0	681
145-200	0	258	10	5	0	19	15	336	0	0	0	0	643
200-215	0	278	7	12	0	7	8	308	0	0	0	0	620
215-230	0	258	6	9	0	9	10	279	0	0	0	0	571
230-245	0	297	5	13	0	10	10	324	0	0	0	0	659
245-300	0	261	3	8	0	9	11	343	0	0	0	0	635
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	0	994	42	47	0	38	45	1260	0	0	0	0	2426
1215-115	0	1028	37	43	0	35	46	1330	0	0	0	0	2519
1230-130	0	1033	32	38	0	19	33	1340	0	0	0	0	2495
1245-145	0	1042	18	28	0	16	27	1378	0	0	0	0	2509
100-200	0	1036	24	31	0	33	40	1395	0	0	0	0	2559
115-215	0	1049	26	37	0	38	38	1334	0	0	0	0	2522
130-230	0	1082	28	39	0	44	42	1280	0	0	0	0	2515
145-245	0	1091	28	39	0	45	43	1247	0	0	0	0	2493
200-300	0	1094	21	42	0	35	39	1254	0	0	0	0	2485



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, June 9, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S Shoup Avenue
 E/W Erwin Street

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	2	174	22	48	2	17	10	182	4	4	4	0	469
1215-1230	1	158	30	39	0	20	18	179	2	4	1	2	454
1230-1245	1	183	21	65	1	23	22	204	1	1	0	0	522
1245-100	0	164	26	33	0	21	8	153	2	3	1	1	412
100-115	0	140	19	50	1	39	18	197	2	2	0	7	475
115-130	3	178	26	51	3	22	9	142	3	2	1	1	441
130-145	2	153	19	39	1	23	13	191	2	3	0	5	451
145-200	3	156	35	46	1	10	0	199	2	4	1	3	460
200-215	5	138	19	49	1	20	31	149	4	1	0	1	418
215-230	2	164	23	43	0	25	23	191	4	1	2	1	479
230-245	4	163	19	49	3	19	15	175	3	4	0	2	456
245-300	2	143	32	34	1	17	11	169	3	4	0	0	416
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	4	679	99	185	3	81	58	718	9	12	6	3	1857
1215-115	2	645	96	187	2	103	66	733	7	10	2	10	1863
1230-130	4	665	92	199	5	105	57	696	8	8	2	9	1850
1245-145	5	635	90	173	5	105	48	683	9	10	2	14	1779
100-200	8	627	99	186	6	94	40	729	9	11	2	16	1827
115-215	13	625	99	185	6	75	53	681	11	10	2	10	1770
130-230	12	611	96	177	3	78	67	730	12	9	3	10	1808
145-245	14	621	96	187	5	74	69	714	13	10	3	7	1813
200-300	13	608	93	175	5	81	80	684	14	10	2	4	1769

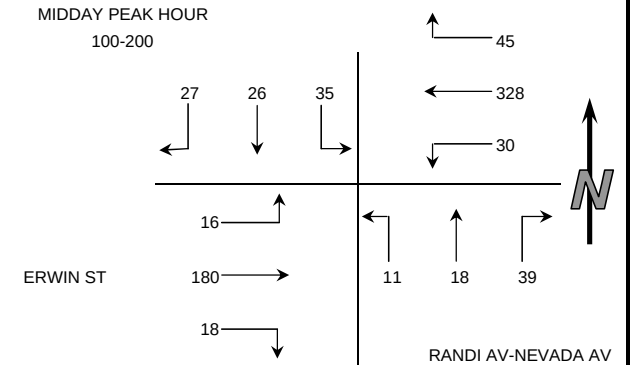


INTERSECTION TURNING MOVEMENT COUNT SUMMARY

COUNTS BY: ACCUTEK
 PROJECT: WESTFIELD WEST VALLEY MIXED-USE DEVELOPMENT
 DATE: SATURDAY, DECEMBER 1, 2007
 PERIODS: MD 12:00 TO 3:00

LOCATION NUMBER: 40
 INTERSECTION: N/S: RANDI AV-NEVADA AV
 E/W: ERWIN ST
 CITY: WOODLAND HILLS

15 MIN COUNTS													
12:00 PM TO 3:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	3	2	9	8	55	7	9	1	4	4	43	3	148
1215-1230	2	5	8	6	67	9	8	2	4	5	40	1	157
1230-1245	5	5	8	7	71	12	9	5	10	6	35	3	176
1245-100	9	7	11	4	80	4	8	5	2	5	50	2	187
100-115	4	5	13	16	84	10	11	5	3	5	47	2	205
115-130	5	9	8	9	85	7	9	4	3	4	46	3	192
130-145	7	6	8	11	73	6	11	5	4	4	41	4	180
145-200	11	6	6	9	86	7	8	4	1	5	46	7	196
200-215	4	4	12	10	82	6	12	2	2	4	42	8	188
215-230	5	5	9	6	78	9	9	2	4	7	49	1	184
230-245	5	5	9	11	64	7	10	5	5	4	42	4	171
245-300	3	4	8	11	78	9	16	1	4	2	60	3	199
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	19	19	36	25	273	32	34	13	20	20	168	9	668
1215-115	20	22	40	33	302	35	36	17	19	21	172	8	725
1230-130	23	26	40	36	320	33	37	19	18	20	178	10	760
1245-145	25	27	40	40	322	27	39	19	12	18	184	11	764
100-200	27	26	35	45	328	30	39	18	11	18	180	16	773
115-215	27	25	34	39	326	26	40	15	10	17	175	22	756
130-230	27	21	35	36	319	28	40	13	11	20	178	20	748
145-245	25	20	36	36	310	29	39	13	12	20	179	20	739
200-300	17	18	38	38	302	31	47	10	15	17	193	16	742

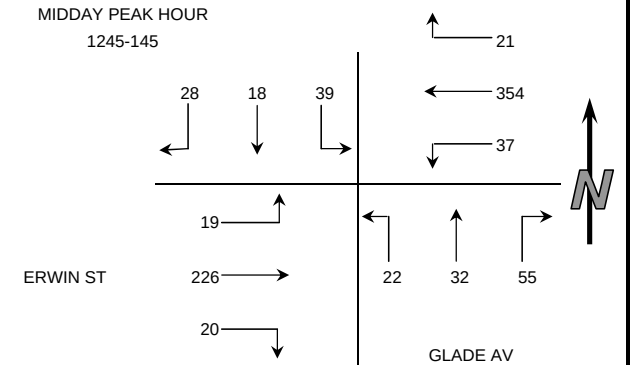


INTERSECTION TURNING MOVEMENT COUNT SUMMARY

COUNTS BY: ACCUTEK
 PROJECT: WESTFIELD WEST VALLEY MIXED-USE DEVELOPMENT
 DATE: SATURDAY, DECEMBER 1, 2007
 PERIODS: MD 12:00 TO 3:00

LOCATION NUMBER: 41
 INTERSECTION: N/S: GLADE AV
 E/W: ERWIN ST
 CITY: WOODLAND HILLS

15 MIN COUNTS													
12:00 PM TO 3:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	4	9	10	12	61	5	10	7	7	4	55	7	191
1215-1230	4	4	5	5	70	4	14	6	5	7	52	1	177
1230-1245	7	7	9	6	78	2	18	7	7	4	42	6	193
1245-100	4	7	6	5	83	8	15	9	6	4	61	5	213
100-115	9	6	15	4	98	14	14	8	8	3	61	5	245
115-130	6	2	5	4	92	9	14	7	6	5	58	4	212
130-145	9	3	13	8	81	6	12	8	2	8	46	5	201
145-200	9	4	8	6	85	9	9	9	7	7	53	3	209
200-215	10	11	15	9	84	6	6	4	9	6	59	3	222
215-230	4	6	10	3	85	8	18	4	4	4	63	3	212
230-245	6	4	11	8	78	5	8	7	5	5	57	2	196
245-300	9	2	6	11	91	7	9	6	8	5	78	2	234
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	19	27	30	28	292	19	57	29	25	19	210	19	774
1215-115	24	24	35	20	329	28	61	30	26	18	216	17	828
1230-130	26	22	35	19	351	33	61	31	27	16	222	20	863
1245-145	28	18	39	21	354	37	55	32	22	20	226	19	871
100-200	33	15	41	22	356	38	49	32	23	23	218	17	867
115-215	34	20	41	27	342	30	41	28	24	26	216	15	844
130-230	32	24	46	26	335	29	45	25	22	25	221	14	844
145-245	29	25	44	26	332	28	41	24	25	22	232	11	839
200-300	29	23	42	31	338	26	41	21	26	20	257	10	864



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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

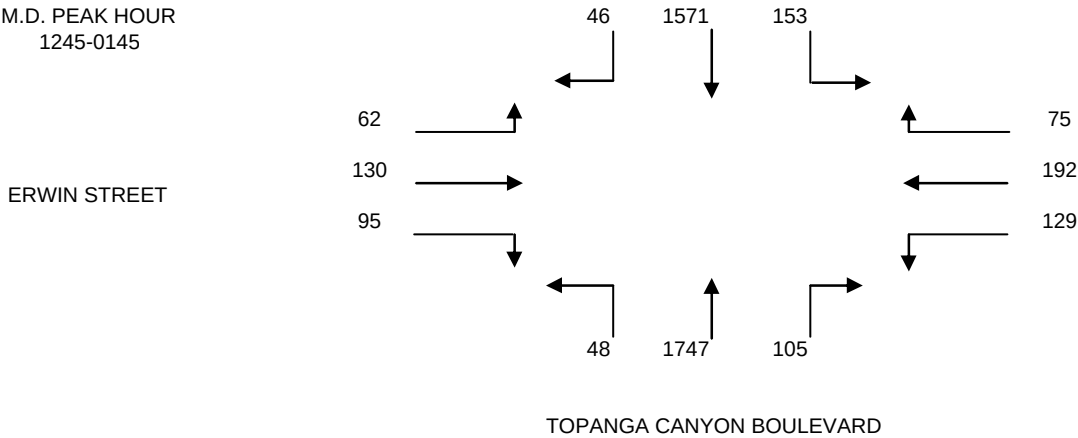
CLIENT: CRAIN & ASSOCIATES
 PROJECT: WESTFIELD WEST VALLEY II - WOODLAND HILLS
 DATE: SATURDAY, MAY 19, 2007
 PERIOD: 12:00 PM TO 03:00 PM
 INTERSECTION: N/S TOPANGA CANYON BOULEVARD
 E/W ERWIN STREET
 FILE NUMBER: 25-MD

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

1200-1215	5	316	35	17	46	31	27	384	25	20	37	19
1215-1230	10	344	30	17	32	23	24	429	17	30	51	16
1230-1245	8	360	23	19	30	27	21	420	10	25	29	15
1245-0100	16	351	32	17	44	27	22	438	7	21	30	12
0100-0115	10	379	38	23	65	49	28	446	12	29	33	10
0115-0130	9	446	49	20	39	26	35	463	19	23	27	17
0130-0145	11	395	34	15	44	27	20	400	10	22	40	23
0145-0200	14	344	39	18	51	28	28	375	7	32	36	18
0200-0215	16	302	31	14	30	39	17	430	10	23	28	23
0215-0230	10	322	41	12	59	40	25	474	15	15	30	21
0230-0245	6	362	33	18	47	32	26	465	24	22	33	27
0245-0300	9	358	32	25	51	33	21	397	20	18	26	22

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

1200-0100	39	1371	120	70	152	108	94	1671	59	96	147	62	3989
1215-0115	44	1434	123	76	171	126	95	1733	46	105	143	53	4149
1230-0130	43	1536	142	79	178	129	106	1767	48	98	119	54	4299
1245-0145	46	1571	153	75	192	129	105	1747	48	95	130	62	4353
0100-0200	44	1564	160	76	199	130	111	1684	48	106	136	68	4326
0115-0215	50	1487	153	67	164	120	100	1668	46	100	131	81	4167
0130-0230	51	1363	145	59	184	134	90	1679	42	92	134	85	4058
0145-0245	46	1330	144	62	187	139	96	1744	56	92	127	89	4112
0200-0300	41	1344	137	69	187	144	89	1766	69	78	117	93	4134

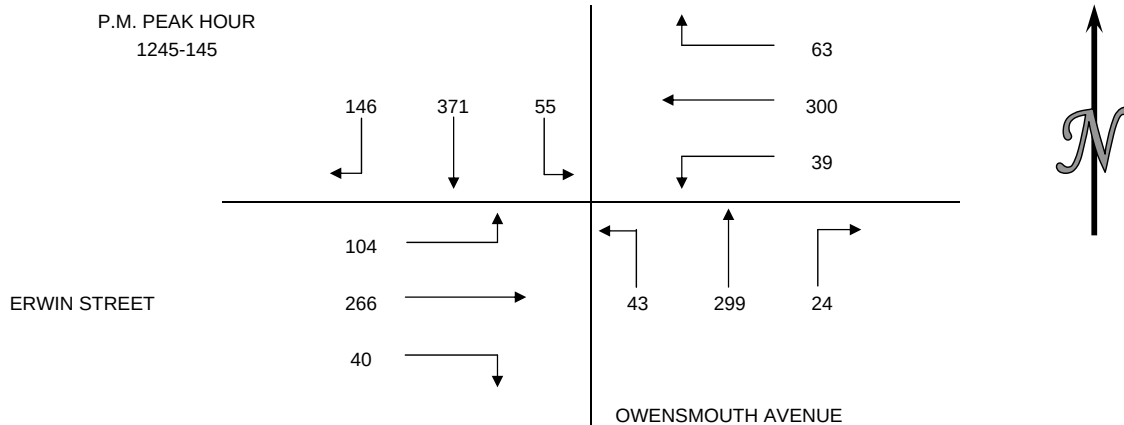


THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, June 2, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S Owensmouth Avenue
 E/W Erwin Street

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	38	79	11	20	66	3	8	61	15	4	61	25	391
1215-1230	30	95	20	15	57	8	9	70	12	7	56	23	402
1230-1245	34	74	9	11	59	14	4	69	8	1	67	25	375
1245-100	41	87	20	18	70	11	5	68	12	8	75	26	441
100-115	38	90	13	12	86	7	2	92	12	12	65	26	455
115-130	32	84	11	20	72	8	8	74	9	9	58	27	412
130-145	35	110	11	13	72	13	9	65	10	11	68	25	442
145-200	37	86	12	14	77	6	11	62	8	12	71	31	427
200-215	43	99	12	14	41	5	10	55	6	13	60	31	389
215-230	25	103	16	17	61	6	4	68	4	10	63	38	415
230-245	39	119	12	18	64	9	11	73	6	9	68	29	457
245-300	41	121	12	24	58	14	7	86	9	11	63	32	478
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	143	335	60	64	252	36	26	268	47	20	259	99	1609
1215-115	143	346	62	56	272	40	20	299	44	28	263	100	1673
1230-130	145	335	53	61	287	40	19	303	41	30	265	104	1683
1245-145	146	371	55	63	300	39	24	299	43	40	266	104	1750
100-200	142	370	47	59	307	34	30	293	39	44	262	109	1736
115-215	147	379	46	61	262	32	38	256	33	45	257	114	1670
130-230	140	398	51	58	251	30	34	250	28	46	262	125	1673
145-245	144	407	52	63	243	26	36	258	24	44	262	129	1688
200-300	148	442	52	73	224	34	32	282	25	43	254	130	1739



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga Ave

E/W STREET: Erwin St

PERIOD: NOON Peak Hour

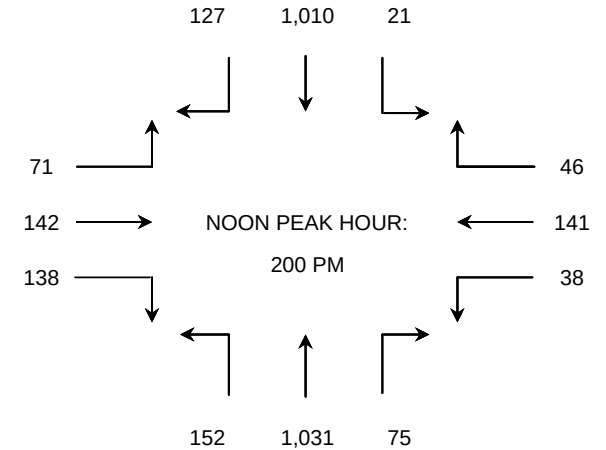
DATE: SATURDAY 5/19/2007

Prepared by: National Data & Surveying Services
Project # 07-2249-015



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	16	55	9	22	73	31	39	215	12	6	197	27	702
12:15 - 12:30	13	58	9	26	31	48	51	245	11	10	250	29	781
12:30 - 12:45	11	58	16	17	94	36	34	240	12	8	174	21	721
12:45 - 1:00	11	36	8	24	36	42	46	252	14	3	254	34	760
1:00 - 1:15	7	32	14	13	23	40	29	221	14	1	220	38	652
1:15 - 1:30	13	32	11	19	45	34	45	267	19	4	234	36	759
1:30 - 1:45	7	20	15	16	29	34	33	278	28	3	259	35	757
1:45 - 2:00	10	18	8	15	30	34	45	230	18	3	242	30	683
2:00 - 2:15	10	52	17	18	44	42	37	251	20	5	212	32	740
2:15 - 2:30	11	42	11	23	32	37	31	247	19	3	269	38	763
2:30 - 2:45	8	27	7	13	45	31	45	281	17	6	269	35	784
2:45 - 3:00	9	20	11	17	21	28	39	252	19	7	260	22	705

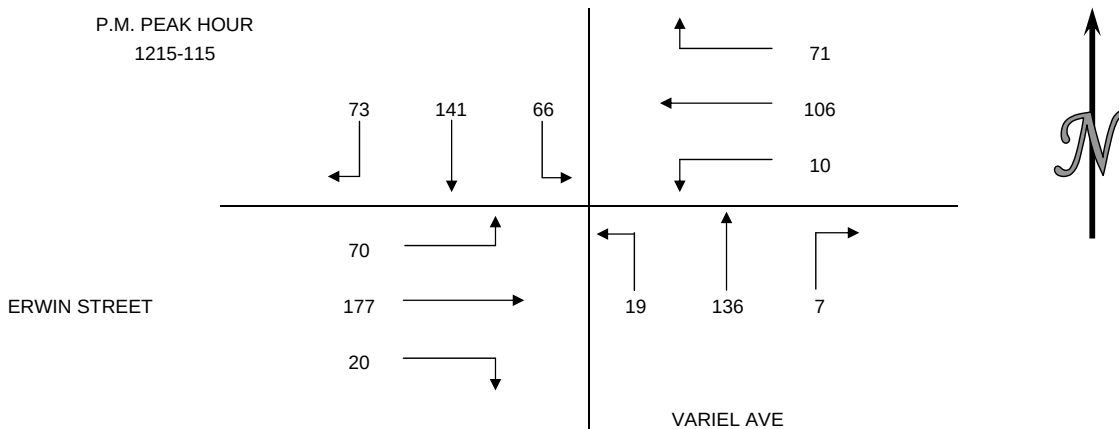
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	51	207	42	89	234	157	170	952	49	27	875	111	2,964
12:15 - 1:15	42	184	47	80	184	166	160	958	51	22	898	122	2,914
12:30 - 1:30	42	158	49	73	198	152	154	980	59	16	882	129	2,892
12:45 - 1:45	38	120	48	72	133	150	153	1,018	75	11	967	143	2,928
1:00 - 2:00	37	102	48	63	127	142	152	996	79	11	955	139	2,851
1:15 - 2:15	40	122	51	68	148	144	160	1,026	85	15	947	133	2,939
1:30 - 2:30	38	132	51	72	135	147	146	1,006	85	14	982	135	2,943
1:45 - 2:45	39	139	43	69	151	144	158	1,009	74	17	992	135	2,970
2:00 - 3:00	38	141	46	71	142	138	152	1,031	75	21	1,010	127	2,992 *



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY DECEMBER 1, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S VARIEL AVE
 E/W ERWIN STREET
 CITY: WOODLAND HILLS

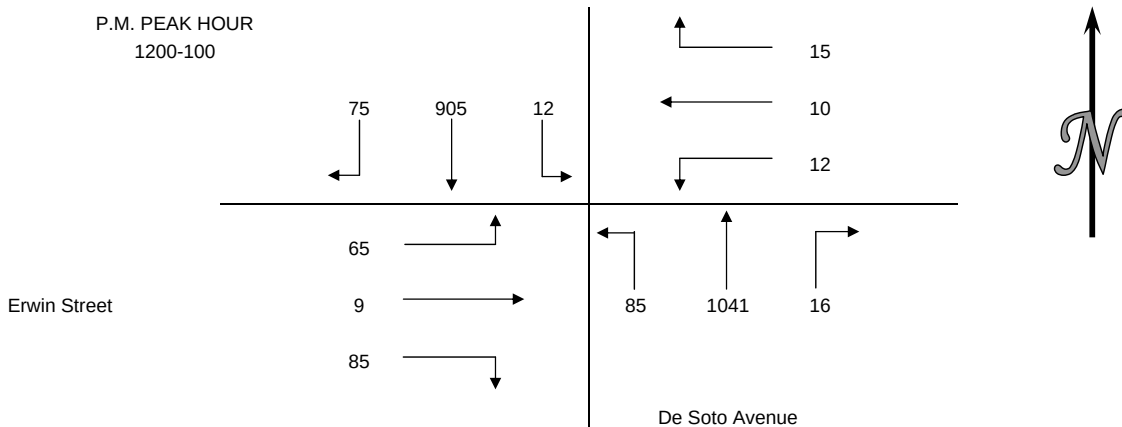
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	20	28	17	28	35	2	4	37	5	6	29	18	229
1215-1230	16	30	13	23	28	3	4	33	4	3	45	12	214
1230-1245	14	28	14	10	17	2	0	35	4	3	34	24	185
1245-100	21	34	22	21	29	2	2	31	6	10	51	13	242
100-115	22	49	17	17	32	3	1	37	5	4	47	21	255
115-130	15	29	10	10	30	4	2	34	2	6	32	15	189
130-145	13	33	12	13	26	3	1	34	1	7	48	18	209
145-200	25	30	17	16	26	1	3	39	1	7	52	22	239
200-215	19	33	15	13	27	4	1	28	3	5	34	24	206
215-230	14	39	13	17	28	2	5	23	2	16	42	14	215
230-245	14	26	11	8	30	2	2	28	6	10	47	23	207
245-300	17	23	5	6	28	0	2	28	0	3	58	16	186
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	71	120	66	82	109	9	10	136	19	22	159	67	870
1215-115	73	141	66	71	106	10	7	136	19	20	177	70	896
1230-130	72	140	63	58	108	11	5	137	17	23	164	73	871
1245-145	71	145	61	61	117	12	6	136	14	27	178	67	895
100-200	75	141	56	56	114	11	7	144	9	24	179	76	892
115-215	72	125	54	52	109	12	7	135	7	25	166	79	843
130-230	71	135	57	59	107	10	10	124	7	35	176	78	869
145-245	72	128	56	54	111	9	11	118	12	38	175	83	867
200-300	64	121	44	44	113	8	10	107	11	34	181	77	814



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, May 19, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S De Soto Avenue
 E/W Erwin Street

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	28	236	6	5	1	1	2	258	30	33	3	19	622
1215-1230	8	191	3	3	3	2	3	233	14	20	2	15	497
1230-1245	17	220	1	4	3	3	3	251	16	15	0	13	546
1245-100	22	258	2	3	3	6	8	299	25	17	4	18	665
100-115	10	192	2	3	1	2	6	241	15	31	1	12	516
115-130	20	221	3	1	0	3	2	255	16	19	1	20	561
130-145	10	192	3	0	1	5	1	227	20	29	0	11	499
145-200	16	248	2	7	1	0	3	212	12	21	5	18	545
200-215	15	202	2	5	1	4	1	214	11	15	5	17	492
215-230	18	225	4	2	0	4	2	239	13	15	1	18	541
230-245	18	178	5	6	2	3	5	229	11	19	0	11	487
245-300	13	196	3	2	1	2	8	208	18	15	0	6	472
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	75	905	12	15	10	12	16	1041	85	85	9	65	2330
1215-115	57	861	8	13	10	13	20	1024	70	83	7	58	2224
1230-130	69	891	8	11	7	14	19	1046	72	82	6	63	2288
1245-145	62	863	10	7	5	16	17	1022	76	96	6	61	2241
100-200	56	853	10	11	3	10	12	935	63	100	7	61	2121
115-215	61	863	10	13	3	12	7	908	59	84	11	66	2097
130-230	59	867	11	14	3	13	7	892	56	80	11	64	2077
145-245	67	853	13	20	4	11	11	894	47	70	11	64	2065
200-300	64	801	14	15	4	13	16	890	53	64	6	52	1992

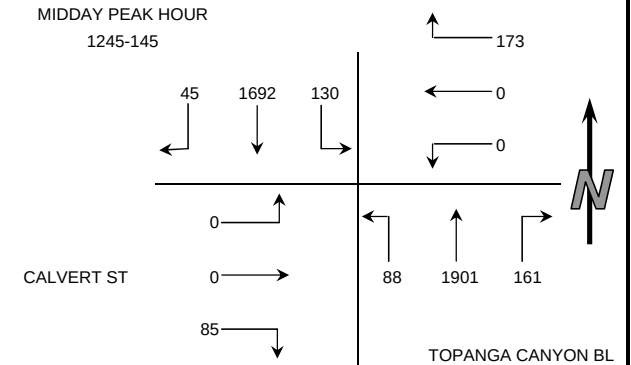


INTERSECTION TURNING MOVEMENT COUNT SUMMARY

COUNTS BY: ACCUTEK
 PROJECT: WESTFIELD WEST VALLEY MIXED-USE DEVELOPMENT
 DATE: SATURDAY, DECEMBER 1, 2007
 PERIODS: MD 12:00 TO 3:00

LOCATION NUMBER: 47
 INTERSECTION: N/S: TOPANGA CANYON BL
 E/W: CALVERT ST
 CITY: WOODLAND HILLS

15 MIN COUNTS 12:00 PM TO 3:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	7	360	16	39	0	0	33	423	15	20	0	0	913
1215-1230	7	395	19	43	0	0	33	514	29	19	0	0	1059
1230-1245	12	387	25	31	0	0	23	484	15	13	0	0	990
1245-100	9	370	50	32	0	0	38	540	25	23	0	0	1087
100-115	12	406	23	39	0	0	32	471	23	29	0	0	1035
115-130	9	462	31	49	0	0	56	468	24	17	0	0	1116
130-145	15	454	26	53	0	0	35	422	16	16	0	0	1037
145-200	9	379	27	52	0	0	43	468	29	20	0	0	1027
200-215	4	374	24	36	0	0	35	491	23	14	0	0	1001
215-230	9	422	29	50	0	0	43	492	17	19	0	0	1081
230-245	10	378	31	59	0	0	37	492	21	15	0	0	1043
245-300	12	381	34	47	0	0	35	426	20	23	0	0	978
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	35	1512	110	145	0	0	127	1961	84	75	0	0	4049
1215-115	40	1558	117	145	0	0	126	2009	92	84	0	0	4171
1230-130	42	1625	129	151	0	0	149	1963	87	82	0	0	4228
1245-145	45	1692	130	173	0	0	161	1901	88	85	0	0	4275
100-200	45	1701	107	193	0	0	166	1829	92	82	0	0	4215
115-215	37	1669	108	190	0	0	169	1849	92	67	0	0	4181
130-230	37	1629	106	191	0	0	156	1873	85	69	0	0	4146
145-245	32	1553	111	197	0	0	158	1943	90	68	0	0	4152
200-300	35	1555	118	192	0	0	150	1901	81	71	0	0	4103

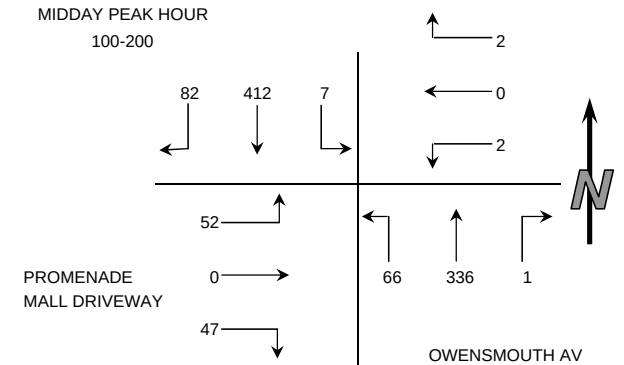


INTERSECTION TURNING MOVEMENT COUNT SUMMARY

COUNTS BY: ACCUTEK
 PROJECT: WESTFIELD WEST VALLEY MIXED-USE DEVELOPMENT
 DATE: SATURDAY, DECEMBER 1, 2007
 PERIODS: MD 12:00 TO 3:00

LOCATION NUMBER: 48
 INTERSECTION: N/S: OWENSMOUTH AV
 E/W: PROMENADE MALL DRIVEWAY
 CITY: WOODLAND HILLS

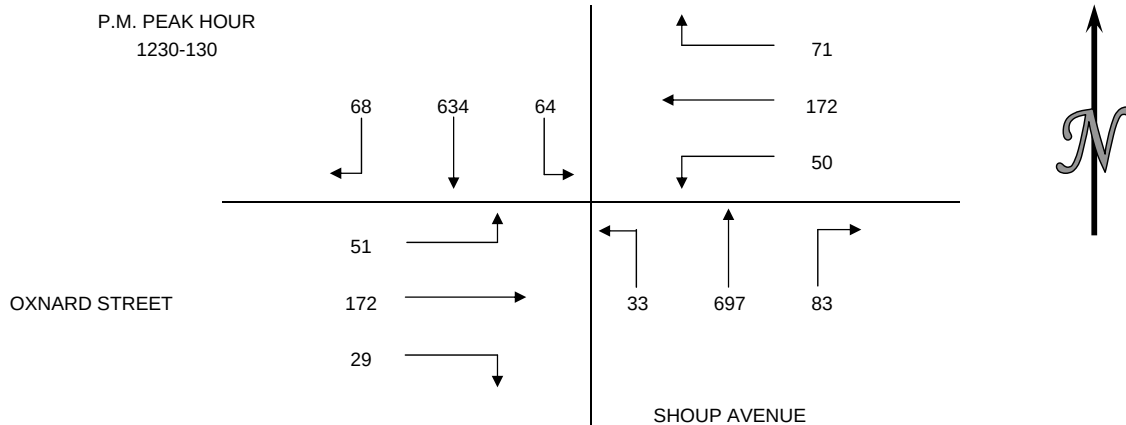
15 MIN COUNTS													
12:00 PM TO 3:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	16	72	2	0	0	0	0	65	12	10	0	9	186
1215-1230	12	86	0	3	0	0	0	79	18	14	0	14	226
1230-1245	18	91	0	0	0	1	0	83	14	15	0	17	239
1245-100	27	80	0	1	1	0	0	94	14	13	0	11	241
100-115	18	102	3	0	0	0	0	91	18	9	0	16	257
115-130	20	108	0	1	0	1	0	79	20	15	0	8	252
130-145	23	95	1	1	0	0	1	80	14	7	0	12	234
145-200	21	107	3	0	0	1	0	86	14	16	0	16	264
200-215	20	103	0	1	0	0	0	82	12	13	1	10	242
215-230	14	91	0	0	0	0	0	85	13	14	1	11	229
230-245	22	109	1	0	0	0	1	77	11	6	0	9	236
245-300	24	121	0	0	0	0	0	80	12	15	1	15	268
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	73	329	2	4	1	1	0	321	58	52	0	51	892
1215-115	75	359	3	4	1	1	0	347	64	51	0	58	963
1230-130	83	381	3	2	1	2	0	347	66	52	0	52	989
1245-145	88	385	4	3	1	1	1	344	66	44	0	47	984
100-200	82	412	7	2	0	2	1	336	66	47	0	52	1007
115-215	84	413	4	3	0	2	1	327	60	51	1	46	992
130-230	78	396	4	2	0	1	1	333	53	50	2	49	969
145-245	77	410	4	1	0	1	1	330	50	49	2	46	971
200-300	80	424	1	1	0	0	1	324	48	48	3	45	975



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, June 9, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S Shoup Avenue
 E/W Oxnard Street

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	22	146	13	23	33	17	19	177	8	8	41	15	522
1215-1230	14	141	17	12	38	15	16	174	6	9	43	10	495
1230-1245	18	155	19	15	28	17	13	159	5	7	49	11	496
1245-100	15	179	14	23	43	6	24	188	8	8	44	20	572
100-115	19	137	11	16	37	16	25	176	8	7	43	12	507
115-130	16	163	20	17	64	11	21	174	12	7	36	8	549
130-145	11	144	10	18	39	11	25	148	11	4	24	10	455
145-200	13	153	13	17	38	11	16	172	11	8	35	11	498
200-215	18	161	6	8	47	22	16	180	8	4	46	12	528
215-230	14	138	11	16	42	9	11	181	6	5	46	13	492
230-245	11	157	5	16	46	10	19	144	10	5	24	8	455
245-300	12	156	16	13	53	15	13	178	7	9	48	9	529
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	69	621	63	73	142	55	72	698	27	32	177	56	2085
1215-115	66	612	61	66	146	54	78	697	27	31	179	53	2070
1230-130	68	634	64	71	172	50	83	697	33	29	172	51	2124
1245-145	61	623	55	74	183	44	95	686	39	26	147	50	2083
100-200	59	597	54	68	178	49	87	670	42	26	138	41	2009
115-215	58	621	49	60	188	55	78	674	42	23	141	41	2030
130-230	56	596	40	59	166	53	68	681	36	21	151	46	1973
145-245	56	609	35	57	173	52	62	677	35	22	151	44	1973
200-300	55	612	38	53	188	56	59	683	31	23	164	42	2004



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: WESTFIELD WEST VALLEY II - WOODLAND HILLS
 DATE: SATURDAY, MAY 19, 2007
 PERIOD: 12:00 PM TO 03:00 PM
 INTERSECTION: N/S TOPANGA CANYON BOULEVARD
 E/W OXNARD STREET
 FILE NUMBER: 30-MD

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

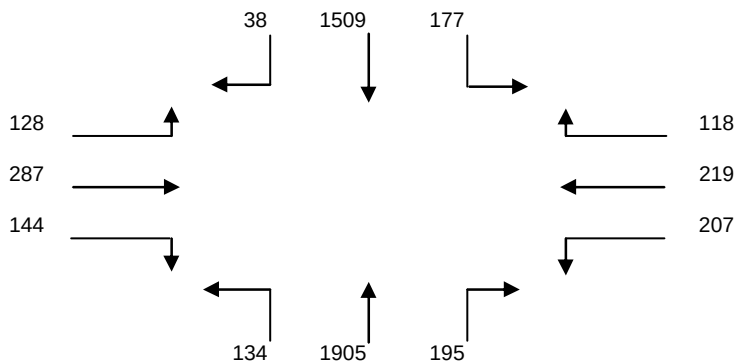
1200-1215	8	345	46	24	47	52	41	500	27	29	68	30
1215-1230	7	359	53	21	62	69	38	549	32	36	77	43
1230-1245	10	376	44	29	59	47	53	460	26	42	71	38
1245-0100	10	413	44	45	39	45	45	423	38	33	66	27
0100-0115	11	361	36	23	59	46	59	473	38	33	73	20
0115-0130	7	328	42	23	44	49	65	541	42	47	63	20
0130-0145	5	380	39	33	57	42	38	433	29	56	64	23
0145-0200	10	400	21	28	47	49	54	464	43	48	53	20
0200-0215	11	337	31	32	68	32	49	486	26	38	69	27
0215-0230	11	350	25	26	57	39	64	511	30	48	65	20
0230-0245	5	427	23	28	58	49	39	500	24	34	52	32
0245-0300	7	424	20	34	55	58	45	437	21	52	48	40

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

1200-0100	35	1493	187	119	207	213	177	1932	123	140	282	138	5046
1215-0115	38	1509	177	118	219	207	195	1905	134	144	287	128	5061
1230-0130	38	1478	166	120	201	187	222	1897	144	155	273	105	4986
1245-0145	33	1482	161	124	199	182	207	1870	147	169	266	90	4930
0100-0200	33	1469	138	107	207	186	216	1911	152	184	253	83	4939
0115-0215	33	1445	133	116	216	172	206	1924	140	189	249	90	4913
0130-0230	37	1467	116	119	229	162	205	1894	128	190	251	90	4888
0145-0245	37	1514	100	114	230	169	206	1961	123	168	239	99	4960
0200-0300	34	1538	99	120	238	178	197	1934	101	172	234	119	4964

M.D. PEAK HOUR
1215-0115

OXNARD STREET



TOPANGA CANYON BOULEVARD

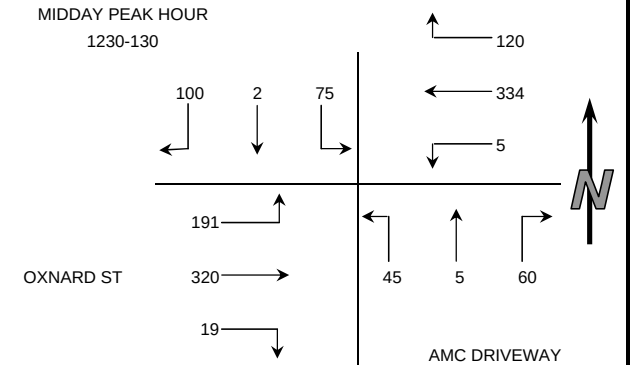
THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

COUNTS BY: ACCUTEK
 PROJECT: WESTFIELD WEST VALLEY MIXED-USE DEVELOPMENT
 DATE: SATURDAY, DECEMBER 1, 2007
 PERIODS: MD 12:00 TO 3:00

LOCATION NUMBER: 51
 INTERSECTION: N/S: AMC DRIVEWAY
 E/W: OXNARD ST
 CITY: WOODLAND HILLS

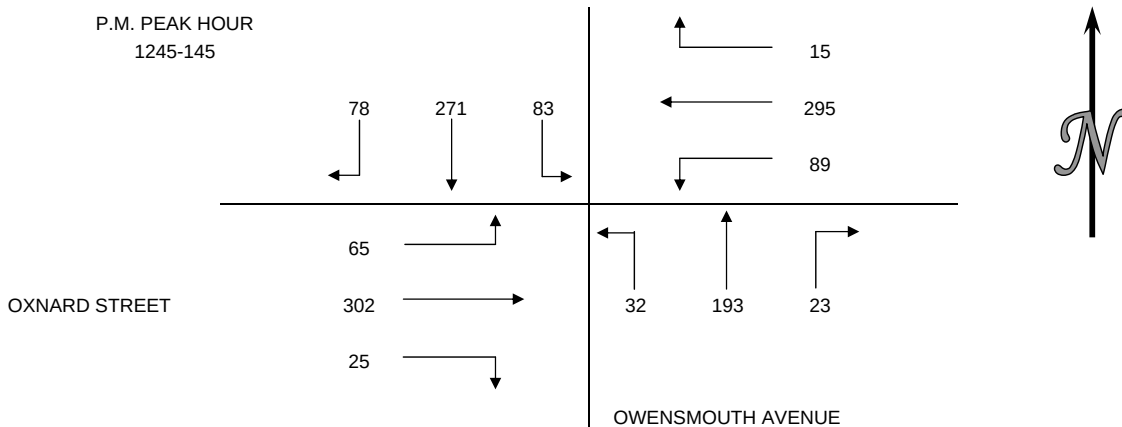
15 MIN COUNTS													
12:00 PM TO 3:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	12	1	9	27	76	4	8	0	7	5	75	34	258
1215-1230	20	0	10	20	65	9	6	1	9	4	62	36	242
1230-1245	26	1	19	25	75	0	6	1	8	4	85	33	283
1245-100	23	0	28	26	79	2	8	0	8	6	69	47	296
100-115	27	1	13	39	97	0	24	1	17	5	93	52	369
115-130	24	0	15	30	83	3	22	3	12	4	73	59	328
130-145	15	1	11	30	69	5	4	0	7	6	90	43	281
145-200	20	0	22	27	71	7	6	3	3	3	86	49	297
200-215	11	0	16	28	73	3	4	1	6	3	64	35	244
215-230	17	0	20	17	76	6	8	0	6	6	85	35	276
230-245	22	0	24	24	65	4	9	1	6	6	67	37	265
245-300	13	0	10	31	73	7	4	0	4	4	66	50	262
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	81	2	66	98	295	15	28	2	32	19	291	150	1079
1215-115	96	2	70	110	316	11	44	3	42	19	309	168	1190
1230-130	100	2	75	120	334	5	60	5	45	19	320	191	1276
1245-145	89	2	67	125	328	10	58	4	44	21	325	201	1274
100-200	86	2	61	126	320	15	56	7	39	18	342	203	1275
115-215	70	1	64	115	296	18	36	7	28	16	313	186	1150
130-230	63	1	69	102	289	21	22	4	22	18	325	162	1098
145-245	70	0	82	96	285	20	27	5	21	18	302	156	1082
200-300	63	0	70	100	287	20	25	2	22	19	282	157	1047



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, June 2, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S Owensmouth Avenue
 E/W Oxnard Street

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	10	54	14	3	70	22	3	49	11	5	71	18	330
1215-1230	18	48	25	6	64	12	4	60	4	6	54	19	320
1230-1245	12	63	20	4	72	24	1	45	10	8	60	7	326
1245-100	17	66	22	2	77	23	5	41	9	8	84	16	370
100-115	20	70	21	5	66	16	6	57	12	11	83	25	392
115-130	17	52	17	6	78	22	5	53	9	3	54	7	323
130-145	24	83	23	2	74	28	7	42	2	3	81	17	386
145-200	13	45	13	5	84	17	6	52	8	3	62	7	315
200-215	12	70	22	3	56	13	1	41	4	3	57	13	295
215-230	14	56	22	6	77	15	4	42	6	6	54	13	315
230-245	19	64	34	3	72	22	5	42	8	2	62	21	354
245-300	21	85	27	2	66	17	6	67	12	5	55	19	382
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	57	231	81	15	283	81	13	195	34	27	269	60	1346
1215-115	67	247	88	17	279	75	16	203	35	33	281	67	1408
1230-130	66	251	80	17	293	85	17	196	40	30	281	55	1411
1245-145	78	271	83	15	295	89	23	193	32	25	302	65	1471
100-200	74	250	74	18	302	83	24	204	31	20	280	56	1416
115-215	66	250	75	16	292	80	19	188	23	12	254	44	1319
130-230	63	254	80	16	291	73	18	177	20	15	254	50	1311
145-245	58	235	91	17	289	67	16	177	26	14	235	54	1279
200-300	66	275	105	14	271	67	16	192	30	16	228	66	1346



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga Ave

E/W STREET: Oxnard St

Prepared by: National Data & Surveying Services
Project # 07-2249-016

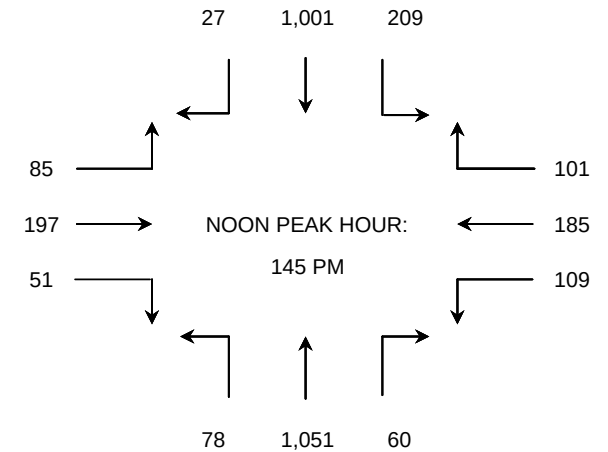
PERIOD: NOON Peak Hour

DATE: SATURDAY 5/19/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	21	29	30	18	22	11	29	207	14	51	214	6	652
12:15 - 12:30	34	47	31	25	48	9	21	254	19	54	247	3	792
12:30 - 12:45	29	50	36	24	46	13	11	195	14	38	236	2	694
12:45 - 1:00	23	32	33	18	41	18	23	285	19	54	266	8	820
1:00 - 1:15	27	49	32	34	45	12	17	246	20	39	228	10	759
1:15 - 1:30	19	38	18	18	52	9	20	273	18	44	255	6	770
1:30 - 1:45	23	41	35	7	30	13	21	263	23	54	261	11	782
1:45 - 2:00	32	38	25	17	45	18	20	259	11	46	256	12	779
2:00 - 2:15	26	55	21	21	58	9	13	272	18	54	254	5	806
2:15 - 2:30	29	47	27	23	46	11	20	266	11	45	241	6	772
2:30 - 2:45	22	45	28	24	48	13	25	254	20	64	250	4	797
2:45 - 3:00	28	45	26	10	41	11	28	273	12	46	246	11	777

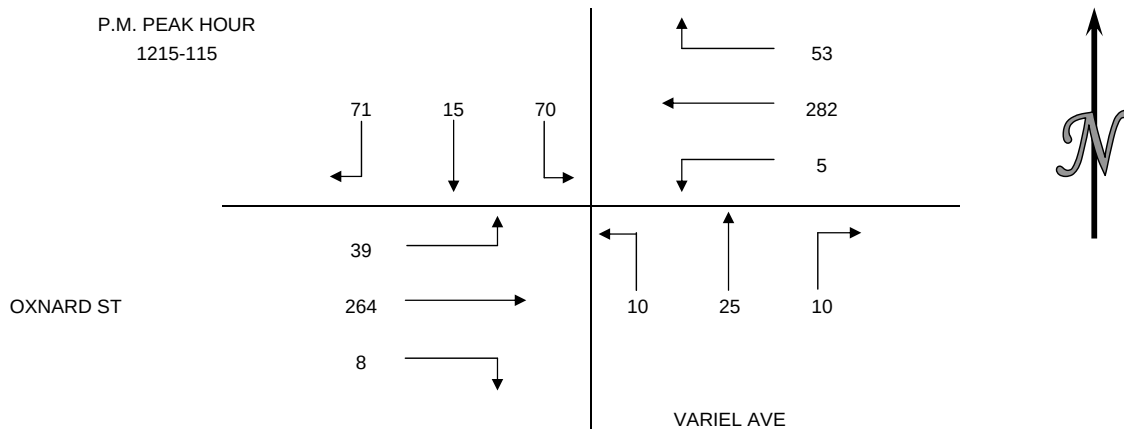
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	107	158	130	85	157	51	84	941	66	197	963	19	2,958
12:15 - 1:15	113	178	132	101	180	52	72	980	72	185	977	23	3,065
12:30 - 1:30	98	169	119	94	184	52	71	999	71	175	985	26	3,043
12:45 - 1:45	92	160	118	77	168	52	81	1,067	80	191	1,010	35	3,131
1:00 - 2:00	101	166	110	76	172	52	78	1,041	72	183	1,000	39	3,090
1:15 - 2:15	100	172	99	63	185	49	74	1,067	70	198	1,026	34	3,137
1:30 - 2:30	110	181	108	68	179	51	74	1,060	63	199	1,012	34	3,139
1:45 - 2:45	109	185	101	85	197	51	78	1,051	60	209	1,001	27	3,154 *
2:00 - 3:00	105	192	102	78	193	44	86	1,065	61	209	991	26	3,152



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY DECEMBER 1, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S VARIEL AVE
 E/W OXNARD ST
 CITY: WOODLAND HILLS

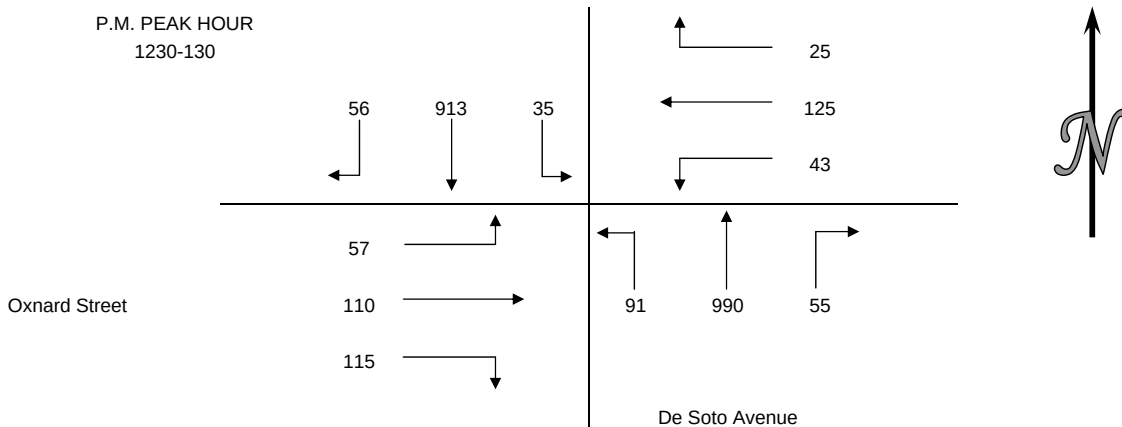
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	16	4	11	13	72	3	1	6	2	3	53	13	197
1215-1230	18	3	13	7	61	1	0	6	1	2	69	12	193
1230-1245	18	3	13	17	75	1	2	6	3	1	58	11	208
1245-100	15	2	16	13	71	2	6	6	4	4	84	12	235
100-115	20	7	28	16	75	1	2	7	2	1	53	4	216
115-130	10	3	17	9	56	0	3	5	1	2	59	7	172
130-145	12	2	11	9	48	0	2	4	1	3	57	11	160
145-200	13	2	11	12	62	2	3	6	0	0	56	11	178
200-215	16	5	15	13	68	0	1	3	1	1	52	6	181
215-230	12	3	20	5	58	1	3	3	4	3	60	15	187
230-245	15	2	18	7	57	1	2	0	2	4	59	8	175
245-300	16	2	14	6	56	1	0	6	1	4	50	12	168
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	67	12	53	50	279	7	9	24	10	10	264	48	833
1215-115	71	15	70	53	282	5	10	25	10	8	264	39	852
1230-130	63	15	74	55	277	4	13	24	10	8	254	34	831
1245-145	57	14	72	47	250	3	13	22	8	10	253	34	783
100-200	55	14	67	46	241	3	10	22	4	6	225	33	726
115-215	51	12	54	43	234	2	9	18	3	6	224	35	691
130-230	53	12	57	39	236	3	9	16	6	7	225	43	706
145-245	56	12	64	37	245	4	9	12	7	8	227	40	721
200-300	59	12	67	31	239	3	6	12	8	12	221	41	711



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, May 19, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S De Soto Avenue
 E/W Oxnard Street

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	24	219	12	6	30	13	9	202	30	30	21	19	615
1215-1230	17	240	18	9	25	10	8	247	23	25	31	13	666
1230-1245	15	209	5	6	30	12	8	234	16	35	30	16	616
1245-100	16	251	9	9	38	6	17	241	21	23	21	8	660
100-115	13	230	9	4	31	11	17	259	19	33	25	18	669
115-130	12	223	12	6	26	14	13	256	35	24	34	15	670
130-145	14	198	10	14	22	4	12	230	29	17	29	12	591
145-200	18	237	10	3	22	5	3	212	18	24	33	13	598
200-215	10	190	11	5	27	2	11	215	25	21	25	21	563
215-230	18	229	9	6	28	8	10	189	17	16	26	16	572
230-245	10	204	4	4	28	8	5	233	22	18	23	18	577
245-300	16	179	11	3	17	6	8	222	24	24	29	12	551
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	72	919	44	30	123	41	42	924	90	113	103	56	2557
1215-115	61	930	41	28	124	39	50	981	79	116	107	55	2611
1230-130	56	913	35	25	125	43	55	990	91	115	110	57	2615
1245-145	55	902	40	33	117	35	59	986	104	97	109	53	2590
100-200	57	888	41	27	101	34	45	957	101	98	121	58	2528
115-215	54	848	43	28	97	25	39	913	107	86	121	61	2422
130-230	60	854	40	28	99	19	36	846	89	78	113	62	2324
145-245	56	860	34	18	105	23	29	849	82	79	107	68	2310
200-300	54	802	35	18	100	24	34	859	88	79	103	67	2263

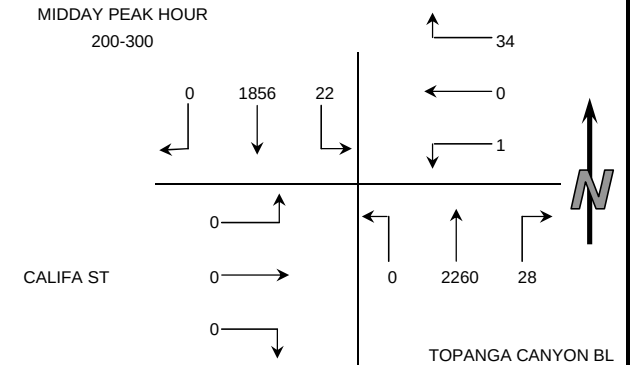


INTERSECTION TURNING MOVEMENT COUNT SUMMARY

COUNTS BY: ACCUTEK
 PROJECT: WESTFIELD WEST VALLEY MIXED-USE DEVELOPMENT
 DATE: SATURDAY, DECEMBER 1, 2007
 PERIODS: MD 12:00 TO 3:00

LOCATION NUMBER: 56
 INTERSECTION: N/S: TOPANGA CANYON BL
 E/W: CALIFA ST
 CITY: WOODLAND HILLS

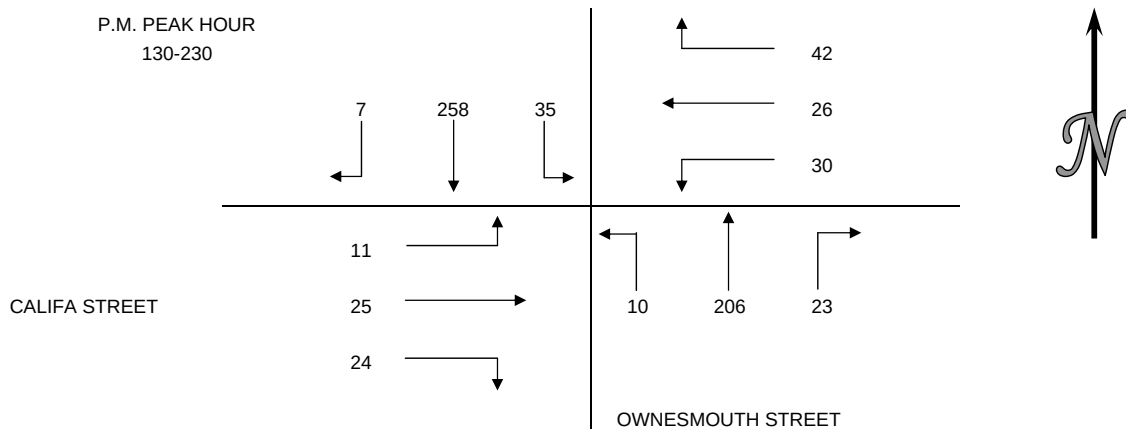
15 MIN COUNTS													
12:00 PM TO 3:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	0	401	8	8	0	0	9	536	0	0	0	0	962
1215-1230	0	413	3	19	0	0	9	540	0	0	0	0	984
1230-1245	0	466	5	16	0	1	4	548	0	0	0	0	1040
1245-100	0	453	10	9	0	0	5	567	0	0	0	0	1044
100-115	0	465	11	12	0	0	10	540	0	0	0	0	1038
115-130	0	471	5	11	0	0	8	527	0	0	0	0	1022
130-145	0	508	6	9	0	0	10	555	0	0	0	0	1088
145-200	0	433	9	12	0	0	6	529	0	0	0	0	989
200-215	0	456	7	10	0	0	9	578	0	0	0	0	1060
215-230	0	458	4	6	0	1	7	573	0	0	0	0	1049
230-245	0	482	5	11	0	0	6	562	0	0	0	0	1066
245-300	0	460	6	7	0	0	6	547	0	0	0	0	1026
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	0	1733	26	52	0	1	27	2191	0	0	0	0	4030
1215-115	0	1797	29	56	0	1	28	2195	0	0	0	0	4106
1230-130	0	1855	31	48	0	1	27	2182	0	0	0	0	4144
1245-145	0	1897	32	41	0	0	33	2189	0	0	0	0	4192
100-200	0	1877	31	44	0	0	34	2151	0	0	0	0	4137
115-215	0	1868	27	42	0	0	33	2189	0	0	0	0	4159
130-230	0	1855	26	37	0	1	32	2235	0	0	0	0	4186
145-245	0	1829	25	39	0	1	28	2242	0	0	0	0	4164
200-300	0	1856	22	34	0	1	28	2260	0	0	0	0	4201 *



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY JANUARY 12, 2008
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S OWENSMOUTH STREET
 E/W CALIFA STREET
 CITY: WOODLAND HILLS

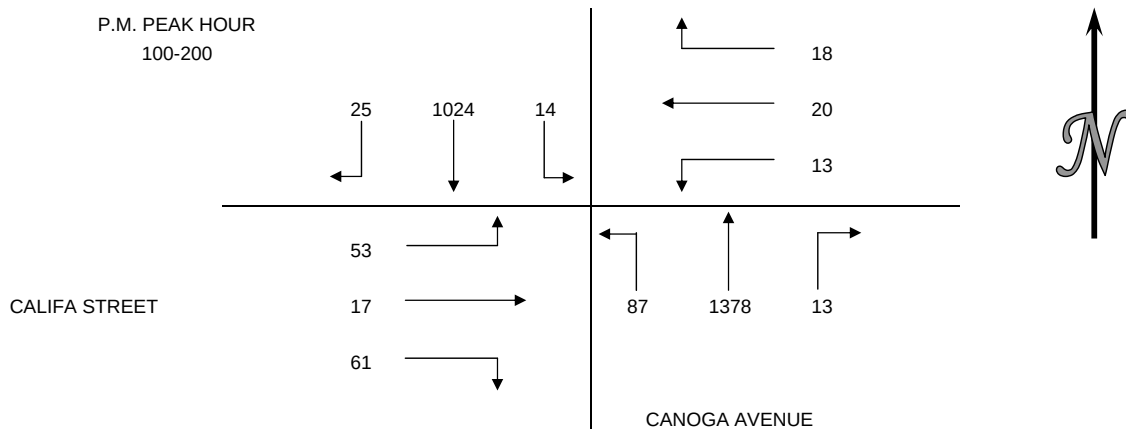
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	1	49	3	12	6	5	5	50	1	8	4	5	149
1215-1230	1	60	4	14	5	6	6	57	1	7	5	4	170
1230-1245	2	53	10	14	6	7	5	59	1	4	5	6	172
1245-100	3	72	7	14	5	5	6	44	0	6	6	1	169
100-115	2	55	13	16	6	5	9	47	3	6	7	3	172
115-130	1	56	6	9	5	7	4	48	1	2	3	3	145
130-145	1	64	9	16	8	11	6	45	2	3	4	1	170
145-200	2	64	11	10	8	12	7	62	3	3	8	5	195
200-215	1	51	4	9	4	5	4	49	1	14	6	3	151
215-230	3	79	11	7	6	2	6	50	4	4	7	2	181
230-245	2	64	7	3	5	5	7	41	0	4	5	2	145
245-300	2	73	2	6	2	5	7	50	1	6	6	1	161
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	7	234	24	54	22	23	22	210	3	25	20	16	660
1215-115	8	240	34	58	22	23	26	207	5	23	23	14	683
1230-130	8	236	36	53	22	24	24	198	5	18	21	13	658
1245-145	7	247	35	55	24	28	25	184	6	17	20	8	656
100-200	6	239	39	51	27	35	26	202	9	14	22	12	682
115-215	5	235	30	44	25	35	21	204	7	22	21	12	661
130-230	7	258	35	42	26	30	23	206	10	24	25	11	697
145-245	8	258	33	29	23	24	24	202	8	25	26	12	672
200-300	8	267	24	25	17	17	24	190	6	28	24	8	638



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY JANUARY 12, 2008
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S CANOGA AVENUE
 E/W CALIFA STREET
 CITY: WOODLAND HILLS

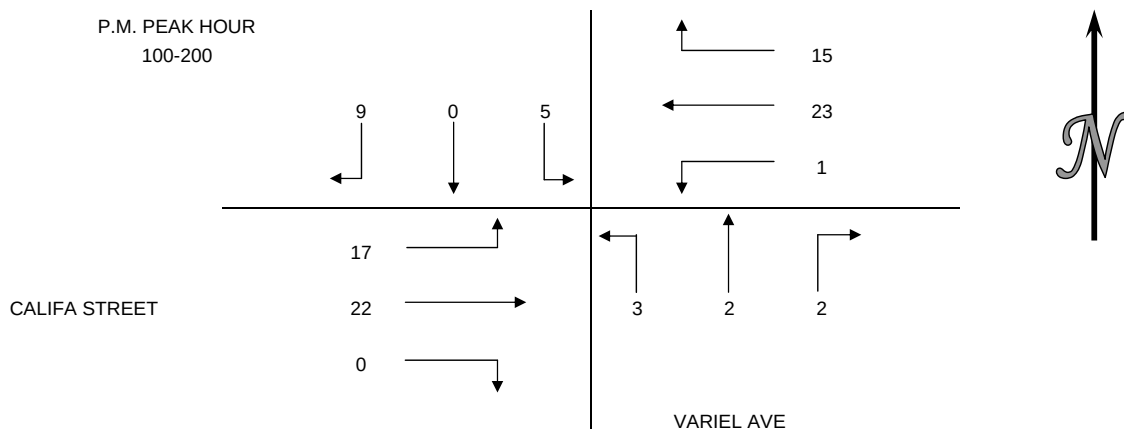
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	9	266	3	3	8	3	2	318	15	16	1	14	658
1215-1230	8	271	4	5	6	4	6	324	18	14	2	7	669
1230-1245	7	217	4	3	6	4	5	319	18	12	7	13	615
1245-100	12	261	5	3	2	3	5	318	18	13	1	15	656
100-115	7	282	6	6	8	4	2	360	19	22	2	16	734
115-130	4	238	1	3	4	3	0	338	17	11	5	11	635
130-145	5	239	3	1	5	2	9	347	27	13	6	11	668
145-200	9	265	4	8	3	4	2	333	24	15	4	15	686
200-215	3	246	7	4	3	1	8	315	8	20	3	11	629
215-230	3	243	4	4	5	2	2	298	10	20	3	7	601
230-245	5	272	5	1	2	6	8	327	16	14	2	15	673
245-300	4	271	3	4	2	1	1	316	14	16	0	6	638
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	36	1015	16	14	22	14	18	1279	69	55	11	49	2598
1215-115	34	1031	19	17	22	15	18	1321	73	61	12	51	2674
1230-130	30	998	16	15	20	14	12	1335	72	58	15	55	2640
1245-145	28	1020	15	13	19	12	16	1363	81	59	14	53	2693
100-200	25	1024	14	18	20	13	13	1378	87	61	17	53	2723
115-215	21	988	15	16	15	10	19	1333	76	59	18	48	2618
130-230	20	993	18	17	16	9	21	1293	69	68	16	44	2584
145-245	20	1026	20	17	13	13	20	1273	58	69	12	48	2589
200-300	15	1032	19	13	12	10	19	1256	48	70	8	39	2541



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY DECEMBER 1, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S VARIEL AVE
 E/W CALIFA STREET
 CITY: WOODLAND HILLS

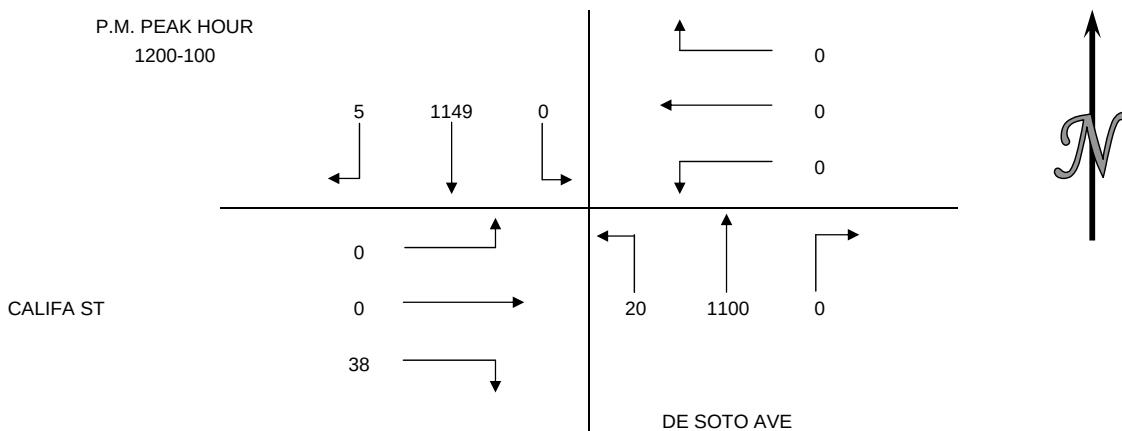
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	2	0	1	5	13	2	0	0	0	0	3	7	33
1215-1230	2	0	1	6	2	0	0	0	1	0	8	7	27
1230-1245	4	0	1	2	3	0	0	0	1	0	3	7	21
1245-100	1	0	1	0	6	0	0	0	0	0	3	5	16
100-115	4	0	2	1	6	0	0	0	0	0	9	5	27
115-130	3	0	1	6	6	1	0	0	0	0	5	5	27
130-145	1	0	2	4	4	0	1	0	2	0	4	1	19
145-200	1	0	0	4	7	0	1	2	1	0	4	6	26
200-215	2	0	2	4	3	0	0	0	0	0	4	1	16
215-230	3	1	7	2	4	0	1	2	0	0	4	5	29
230-245	4	0	2	0	7	0	0	0	0	0	6	3	22
245-300	2	0	1	2	4	0	0	0	1	0	5	3	18
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	9	0	4	13	24	2	0	0	2	0	17	26	97
1215-115	11	0	5	9	17	0	0	0	2	0	23	24	91
1230-130	12	0	5	9	21	1	0	0	1	0	20	22	91
1245-145	9	0	6	11	22	1	1	0	2	0	21	16	89
100-200	9	0	5	15	23	1	2	2	3	0	22	17	99
115-215	7	0	5	18	20	1	2	2	3	0	17	13	88
130-230	7	1	11	14	18	0	3	4	3	0	16	13	90
145-245	10	1	11	10	21	0	2	4	1	0	18	15	93
200-300	11	1	12	8	18	0	1	2	1	0	19	12	85



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY DECEMBER 1, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S DE SOTO AVE
 E/W CALIFA ST
 CITY: WOODLAND HILLS

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	1	279	0	0	0	0	0	284	5	12	0	0	581
1215-1230	0	302	0	0	0	0	0	245	7	2	0	0	556
1230-1245	1	277	0	0	0	0	0	280	3	9	0	0	570
1245-100	3	291	0	0	0	0	0	291	5	15	0	0	605
100-115	2	268	0	0	0	0	0	273	7	12	0	0	562
115-130	2	276	0	0	0	0	0	255	4	5	0	0	542
130-145	1	269	0	0	0	0	0	290	5	2	0	0	567
145-200	2	282	0	0	0	0	0	282	3	5	0	0	574
200-215	2	251	0	0	0	0	0	277	5	6	0	0	541
215-230	1	265	0	0	0	0	0	243	1	5	0	0	515
230-245	3	276	0	0	0	0	0	324	5	2	0	0	610
245-300	3	255	0	0	0	0	0	237	4	7	0	0	506
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	5	1149	0	0	0	0	0	1100	20	38	0	0	2312
1215-115	6	1138	0	0	0	0	0	1089	22	38	0	0	2293
1230-130	8	1112	0	0	0	0	0	1099	19	41	0	0	2279
1245-145	8	1104	0	0	0	0	0	1109	21	34	0	0	2276
100-200	7	1095	0	0	0	0	0	1100	19	24	0	0	2245
115-215	7	1078	0	0	0	0	0	1104	17	18	0	0	2224
130-230	6	1067	0	0	0	0	0	1092	14	18	0	0	2197
145-245	8	1074	0	0	0	0	0	1126	14	18	0	0	2240
200-300	9	1047	0	0	0	0	0	1081	15	20	0	0	2172

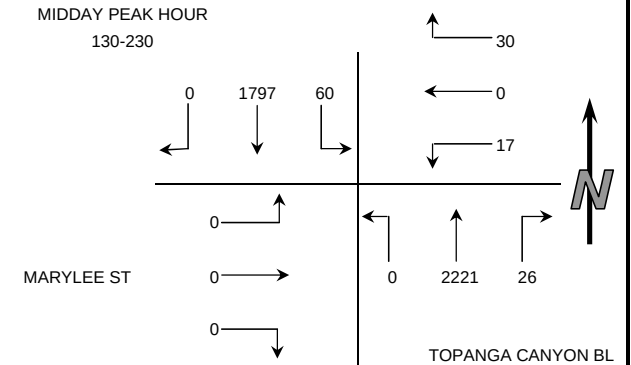


INTERSECTION TURNING MOVEMENT COUNT SUMMARY

COUNTS BY: ACCUTEK
 PROJECT: WESTFIELD WEST VALLEY MIXED-USE DEVELOPMENT
 DATE: SATURDAY, DECEMBER 1, 2007
 PERIODS: MD 12:00 TO 3:00

LOCATION NUMBER: 61
 INTERSECTION: N/S: TOPANGA CANYON BL
 E/W: MARYLEE ST
 CITY: WOODLAND HILLS

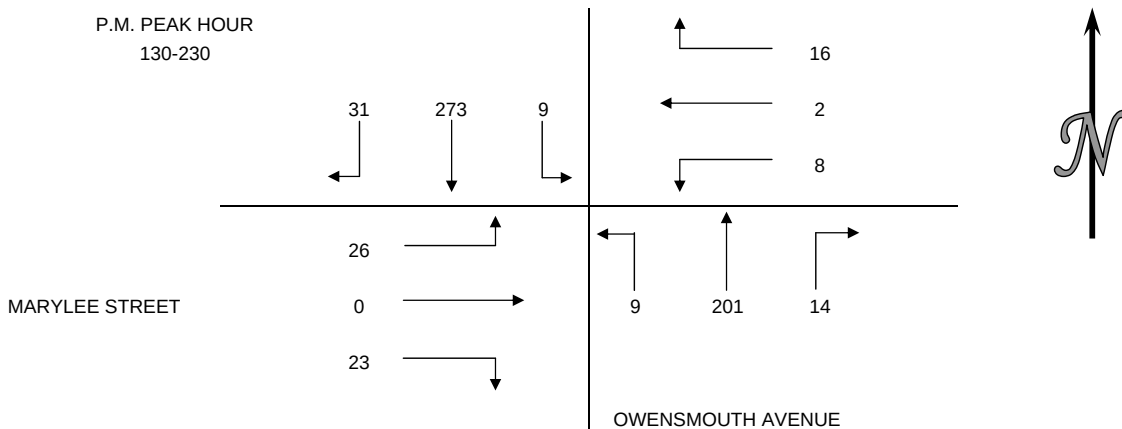
15 MIN COUNTS 12:00 PM TO 3:00 PM													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	0	402	16	11	0	1	2	528	0	0	0	0	960
1215-1230	0	408	15	8	0	2	5	535	0	0	0	0	973
1230-1245	0	474	11	14	0	1	9	551	0	0	0	0	1060
1245-100	0	433	21	6	0	1	13	554	0	0	0	0	1028
100-115	0	469	11	8	0	1	14	541	0	0	0	0	1044
115-130	0	455	12	5	0	3	8	518	0	0	0	0	1001
130-145	0	486	23	8	0	2	5	535	0	0	0	0	1059
145-200	0	419	14	6	0	5	9	547	0	0	0	0	1000
200-215	0	459	11	9	0	6	3	583	0	0	0	0	1071
215-230	0	433	12	7	0	4	9	556	0	0	0	0	1021
230-245	0	469	10	6	0	4	5	562	0	0	0	0	1056
245-300	0	437	11	7	0	0	6	537	0	0	0	0	998
HOOR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	0	1717	63	39	0	5	29	2168	0	0	0	0	4021
1215-115	0	1784	58	36	0	5	41	2181	0	0	0	0	4105
1230-130	0	1831	55	33	0	6	44	2164	0	0	0	0	4133
1245-145	0	1843	67	27	0	7	40	2148	0	0	0	0	4132
100-200	0	1829	60	27	0	11	36	2141	0	0	0	0	4104
115-215	0	1819	60	28	0	16	25	2183	0	0	0	0	4131
130-230	0	1797	60	30	0	17	26	2221	0	0	0	0	4151 *
145-245	0	1780	47	28	0	19	26	2248	0	0	0	0	4148
200-300	0	1798	44	29	0	14	23	2238	0	0	0	0	4146



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY JANUARY 12, 2008
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S OWENSMOUTH AVENUE
 E/W MARYLEE STREET
 CITY: WOODLAND HILLS

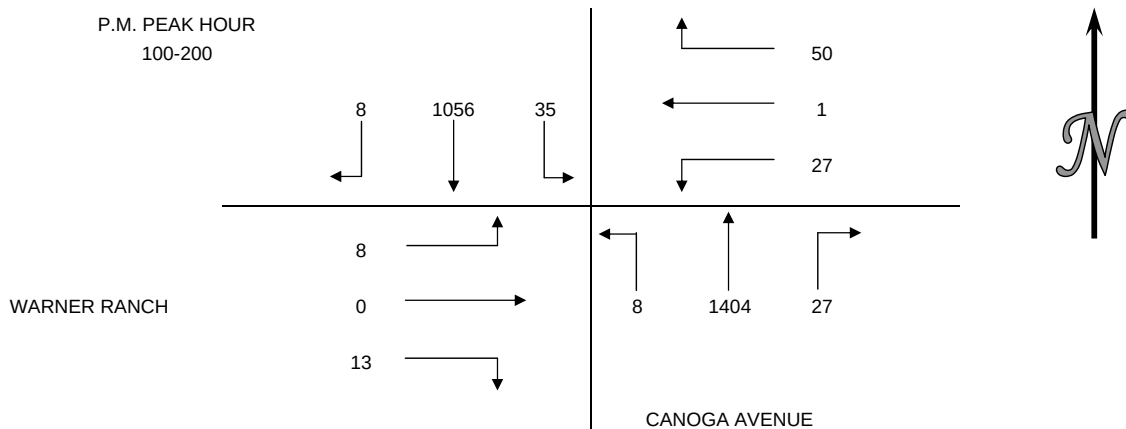
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	6	51	2	4	0	0	2	38	1	5	0	8	117
1215-1230	9	84	5	2	0	0	6	57	2	4	0	9	178
1230-1245	8	38	6	2	0	1	3	59	2	5	1	4	129
1245-100	2	73	2	2	1	0	3	37	1	3	0	13	137
100-115	7	66	3	4	2	1	1	49	2	7	1	6	149
115-130	3	64	0	4	0	0	5	40	3	3	0	7	129
130-145	7	71	4	5	2	2	4	49	3	4	0	9	160
145-200	6	65	3	3	0	2	2	62	2	5	0	8	158
200-215	12	58	1	2	0	2	4	45	3	9	0	6	142
215-230	6	79	1	6	0	2	4	45	1	5	0	3	152
230-245	3	69	0	5	0	1	0	35	5	2	2	6	128
245-300	9	69	3	4	0	2	0	43	5	5	0	5	145
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	25	246	15	10	1	1	14	191	6	17	1	34	561
1215-115	26	261	16	10	3	2	13	202	7	19	2	32	593
1230-130	20	241	11	12	3	2	12	185	8	18	2	30	544
1245-145	19	274	9	15	5	3	13	175	9	17	1	35	575
100-200	23	266	10	16	4	5	12	200	10	19	1	30	596
115-215	28	258	8	14	2	6	15	196	11	21	0	30	589
130-230	31	273	9	16	2	8	14	201	9	23	0	26	612
145-245	27	271	5	16	0	7	10	187	11	21	2	23	580
200-300	30	275	5	17	0	7	8	168	14	21	2	20	567



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY JANUARY 12, 2008
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S CANOGA AVENUE
 E/W WARNER RANCH
 CITY: WOODLAND HILLS

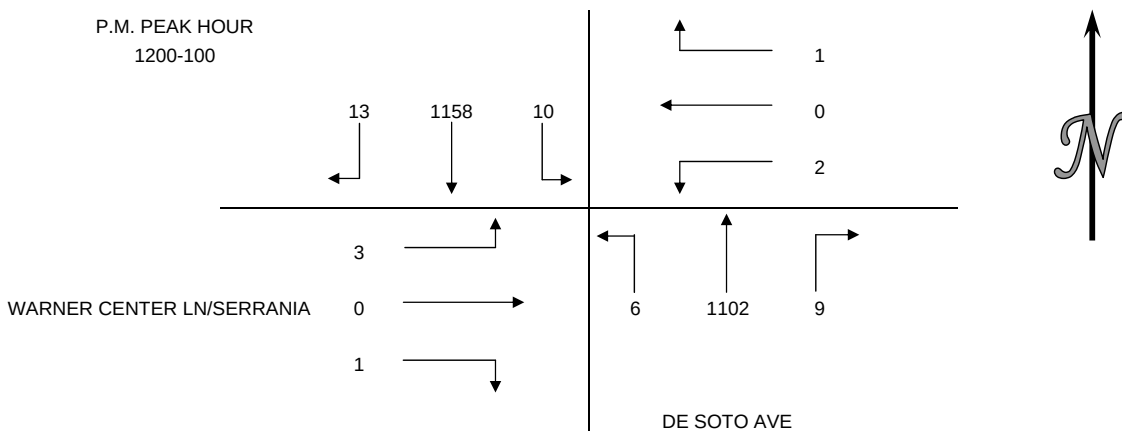
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	2	258	10	8	0	3	6	316	2	4	0	2	611
1215-1230	2	280	7	9	0	11	16	327	6	1	0	1	660
1230-1245	2	240	11	18	0	2	4	316	2	2	0	4	601
1245-100	4	267	13	10	0	5	8	329	2	10	1	4	653
100-115	1	277	4	20	0	8	8	345	1	1	0	2	667
115-130	1	258	4	7	1	10	9	347	3	2	0	4	646
130-145	3	250	13	12	0	6	3	373	1	3	0	2	666
145-200	3	271	14	11	0	3	7	339	3	7	0	0	658
200-215	3	257	2	7	0	3	4	330	1	5	0	0	612
215-230	6	249	8	5	0	8	2	291	3	6	0	0	578
230-245	4	304	14	3	0	8	4	329	3	5	0	1	675
245-300	2	292	5	5	0	2	5	312	2	3	0	1	629
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	10	1045	41	45	0	21	34	1288	12	17	1	11	2525
1215-115	9	1064	35	57	0	26	36	1317	11	14	1	11	2581
1230-130	8	1042	32	55	1	25	29	1337	8	15	1	14	2567
1245-145	9	1052	34	49	1	29	28	1394	7	16	1	12	2632
100-200	8	1056	35	50	1	27	27	1404	8	13	0	8	2637
115-215	10	1036	33	37	1	22	23	1389	8	17	0	6	2582
130-230	15	1027	37	35	0	20	16	1333	8	21	0	2	2514
145-245	16	1081	38	26	0	22	17	1289	10	23	0	1	2523
200-300	15	1102	29	20	0	21	15	1262	9	19	0	2	2494



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY DECEMBER 1, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S DE SOTO AVE
 E/W WARNER CENTER LN/SERRANIA AVE
 CITY: WOODLAND HILLS

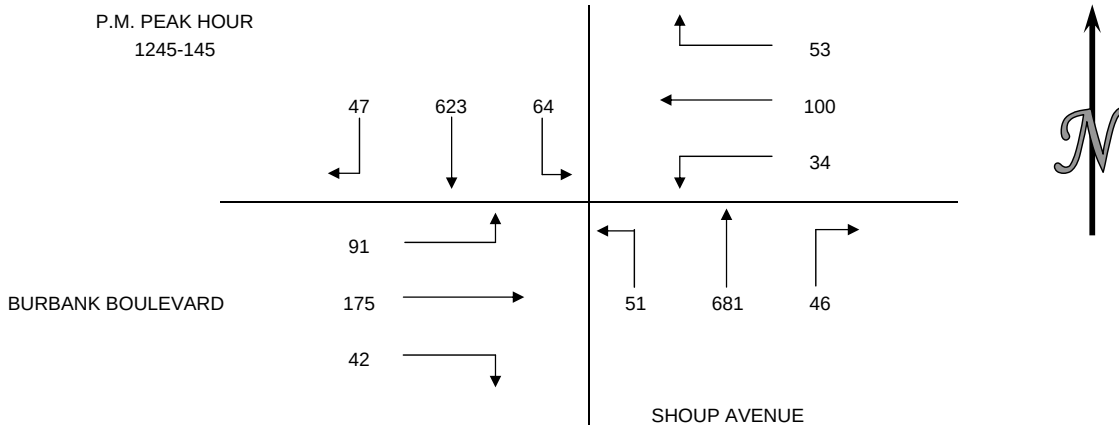
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	5	307	2	0	0	2	3	282	2	0	0	2	605
1215-1230	1	305	1	0	0	0	3	245	2	0	0	0	557
1230-1245	3	255	3	0	0	0	1	278	0	0	0	0	540
1245-100	4	291	4	1	0	0	2	297	2	1	0	1	603
100-115	4	285	2	1	0	3	2	292	1	0	0	3	593
115-130	3	289	2	1	0	2	2	250	2	3	0	2	556
130-145	2	249	4	2	0	1	3	283	1	1	0	0	546
145-200	5	261	1	1	0	1	1	298	3	1	0	1	573
200-215	1	268	0	2	0	2	0	292	2	3	0	2	572
215-230	3	259	0	2	0	0	3	259	0	1	0	0	527
230-245	1	273	1	1	0	1	3	305	1	1	0	1	588
245-300	3	278	4	1	0	0	3	261	0	2	0	0	552
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	13	1158	10	1	0	2	9	1102	6	1	0	3	2305
1215-115	12	1136	10	2	0	3	8	1112	5	1	0	4	2293
1230-130	14	1120	11	3	0	5	7	1117	5	4	0	6	2292
1245-145	13	1114	12	5	0	6	9	1122	6	5	0	6	2298
100-200	14	1084	9	5	0	7	8	1123	7	5	0	6	2268
115-215	11	1067	7	6	0	6	6	1123	8	8	0	5	2247
130-230	11	1037	5	7	0	4	7	1132	6	6	0	3	2218
145-245	10	1061	2	6	0	4	7	1154	6	6	0	4	2260
200-300	8	1078	5	6	0	3	9	1117	3	7	0	3	2239



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, June 9, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S Shoup Avenue
 E/W Burbank Boulevard

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	14	156	13	19	27	12	8	142	18	12	40	18	479
1215-1230	17	151	11	12	34	11	9	155	9	8	43	21	481
1230-1245	8	154	10	15	24	7	9	133	12	16	49	25	462
1245-100	13	166	19	16	22	4	15	172	16	13	41	30	527
100-115	8	127	17	16	31	8	14	167	17	8	44	27	484
115-130	17	174	11	11	18	15	9	158	11	10	41	19	494
130-145	9	156	17	10	29	7	8	184	7	11	49	15	502
145-200	8	135	13	7	32	8	7	188	19	4	42	15	478
200-215	15	154	13	14	36	10	13	153	13	15	37	21	494
215-230	12	144	11	10	27	5	8	186	10	19	44	21	497
230-245	17	147	14	12	22	3	12	153	7	18	45	18	468
245-300	12	157	7	12	32	5	10	174	8	11	46	15	489
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	52	627	53	62	107	34	41	602	55	49	173	94	1949
1215-115	46	598	57	59	111	30	47	627	54	45	177	103	1954
1230-130	46	621	57	58	95	34	47	630	56	47	175	101	1967
1245-145	47	623	64	53	100	34	46	681	51	42	175	91	2007
100-200	42	592	58	44	110	38	38	697	54	33	176	76	1958
115-215	49	619	54	42	115	40	37	683	50	40	169	70	1968
130-230	44	589	54	41	124	30	36	711	49	49	172	72	1971
145-245	52	580	51	43	117	26	40	680	49	56	168	75	1937
200-300	56	602	45	48	117	23	43	666	38	63	172	75	1948



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:

CRAIN & ASSOCIATES

PROJECT:

WESTFIELD WEST VALLEY II - WOODLAND HILLS

DATE:

SATURDAY, MAY 19, 2007

PERIOD:

12:00 PM TO 03:00 PM

INTERSECTION:

N/S

US-101 WB ON-RAMP

E/W

BURBANK BOULEVARD

FILE NUMBER:

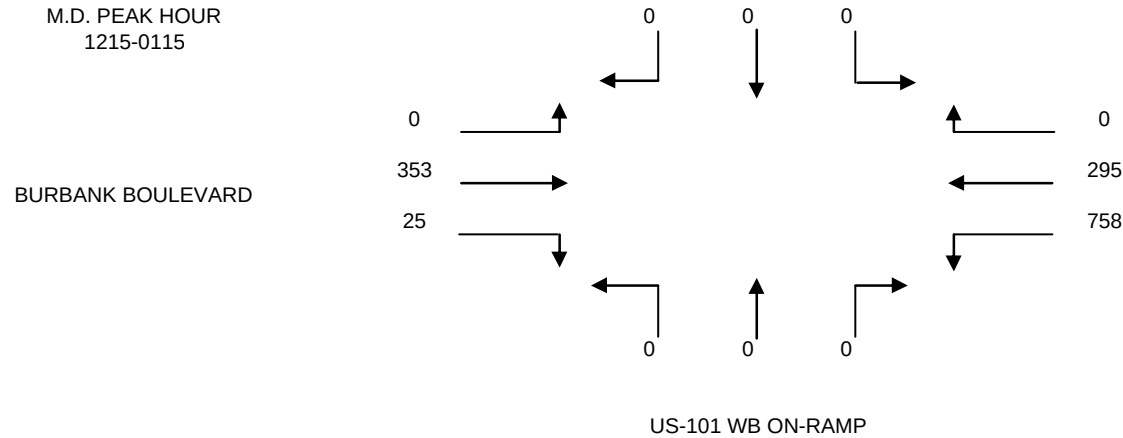
36-MD

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

1200-1215	0	0	0	0	61	153	0	0	0	6	76	0
1215-1230	0	0	0	0	71	189	0	0	0	5	98	0
1230-1245	0	0	0	0	78	168	0	0	0	3	95	0
1245-0100	0	0	0	0	82	201	0	0	0	6	78	0
0100-0115	0	0	0	0	64	200	0	0	0	11	82	0
0115-0130	0	0	0	0	65	191	0	0	0	7	79	0
0130-0145	0	0	0	0	67	183	0	0	0	8	75	0
0145-0200	0	0	0	0	63	179	0	0	0	6	75	0
0200-0215	0	0	0	0	83	200	0	0	0	5	63	0
0215-0230	0	0	0	0	68	182	0	0	0	8	87	0
0230-0245	0	0	0	0	66	221	0	0	0	4	62	0
0245-0300	0	0	0	0	59	202	0	0	0	7	63	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS

1200-0100	0	0	0	0	292	711	0	0	0	20	347	0	1370
1215-0115	0	0	0	0	295	758	0	0	0	25	353	0	1431
1230-0130	0	0	0	0	289	760	0	0	0	27	334	0	1410
1245-0145	0	0	0	0	278	775	0	0	0	32	314	0	1399
0100-0200	0	0	0	0	259	753	0	0	0	32	311	0	1355
0115-0215	0	0	0	0	278	753	0	0	0	26	292	0	1349
0130-0230	0	0	0	0	281	744	0	0	0	27	300	0	1352
0145-0245	0	0	0	0	280	782	0	0	0	23	287	0	1372
0200-0300	0	0	0	0	276	805	0	0	0	24	275	0	1380



THE TRAFFIC SOLUTION

329 DIAMOND STREET

ARCADIA, CALIFORNIA 91006

626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: CRAIN & ASSOCIATES
 PROJECT: WESTFIELD WEST VALLEY II - WOODLAND HILLS
 DATE: SATURDAY, MAY 19, 2007
 PERIOD: 12:00 PM TO 03:00 PM
 INTERSECTION: N/S TOPANGA CANYON BOULEVARD
 E/W BURBANK BOULEVARD
 FILE NUMBER: 37-MD

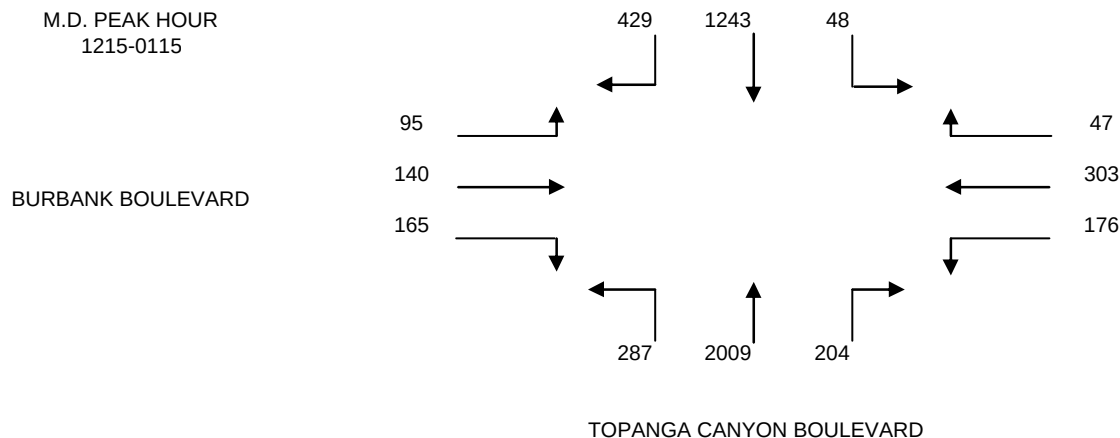
15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

1200-1215	94	346	13	13	67	31	50	507	73	36	27	23
1215-1230	106	311	10	10	70	45	51	499	79	46	39	19
1230-1245	105	319	16	16	79	44	50	479	73	51	38	28
1245-0100	95	289	10	10	82	30	52	516	75	34	28	29
0100-0115	123	324	12	11	72	57	51	515	60	34	35	19
0115-0130	97	291	8	7	70	43	39	515	79	35	26	27
0130-0145	120	329	8	12	101	38	52	468	52	30	37	20
0145-0200	106	260	5	10	64	36	30	483	85	35	33	20
0200-0215	121	301	4	10	87	35	46	513	72	46	20	22
0215-0230	108	320	4	10	68	36	44	548	72	39	30	21
0230-0245	135	332	6	9	74	29	64	502	91	33	21	17
0245-0300	140	324	7	7	56	28	43	417	73	33	26	11

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	

1200-0100	400	1265	49	49	298	150	203	2001	300	167	132	99	5113
1215-0115	429	1243	48	47	303	176	204	2009	287	165	140	95	5146
1230-0130	420	1223	46	44	303	174	192	2025	287	154	127	103	5098
1245-0145	435	1233	38	40	325	168	194	2014	266	133	126	95	5067
0100-0200	446	1204	33	40	307	174	172	1981	276	134	131	86	4984
0115-0215	444	1181	25	39	322	152	167	1979	288	146	116	89	4948
0130-0230	455	1210	21	42	320	145	172	2012	281	150	120	83	5011
0145-0245	470	1213	19	39	293	136	184	2046	320	153	104	80	5057
0200-0300	504	1277	21	36	285	128	197	1980	308	151	97	71	5055

M.D. PEAK HOUR
1215-0115



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

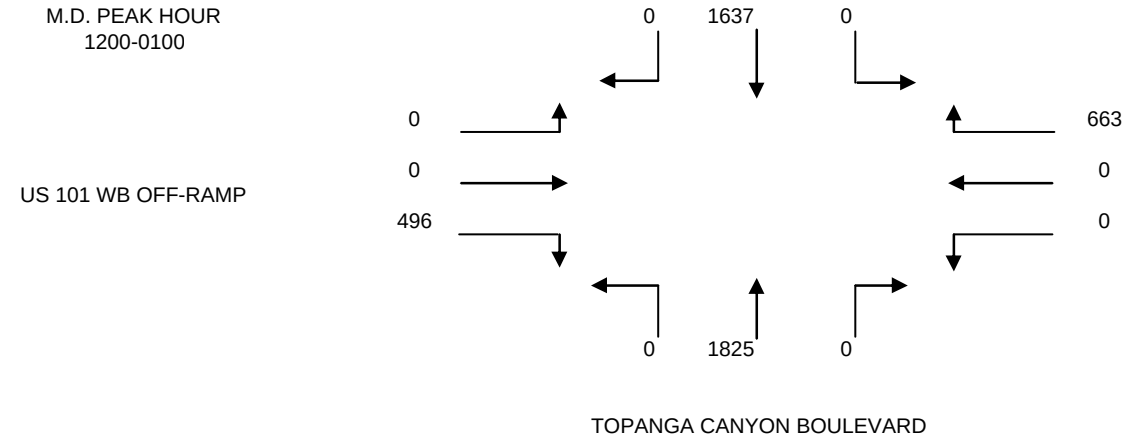
CLIENT: CRAIN & ASSOCIATES
 PROJECT: WESTFIELD WEST VALLEY II - WOODLAND HILLS
 DATE: SATURDAY, MAY 19, 2007
 PERIOD: 12:00 PM TO 03:00 PM
 INTERSECTION: N/S TOPANGA CANYON BOULEVARD
 E/W US 101 WB OFF-RAMP
 FILE NUMBER: 38-MD

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

1200-1215	0	442	0	174	0	0	0	460	0	152	0	0
1215-1230	0	348	0	164	0	0	0	410	0	101	0	0
1230-1245	0	401	0	151	0	0	0	458	0	117	0	0
1245-0100	0	446	0	174	0	0	0	497	0	126	0	0
0100-0115	0	341	0	137	0	0	0	483	0	134	0	0
0115-0130	0	347	0	155	0	0	0	406	0	128	0	0
0130-0145	0	375	0	177	0	0	0	404	0	127	0	0
0145-0200	0	399	0	180	0	0	0	442	0	122	0	0
0200-0215	0	338	0	208	0	0	0	444	0	113	0	0
0215-0230	0	368	0	164	0	0	0	418	0	100	0	0
0230-0245	0	424	0	198	0	0	0	436	0	143	0	0
0245-0300	0	410	0	172	0	0	0	403	0	138	0	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	

1200-0100	0	1637	0	663	0	0	0	1825	0	496	0	0	4621
1215-0115	0	1536	0	626	0	0	0	1848	0	478	0	0	4488
1230-0130	0	1535	0	617	0	0	0	1844	0	505	0	0	4501
1245-0145	0	1509	0	643	0	0	0	1790	0	515	0	0	4457
0100-0200	0	1462	0	649	0	0	0	1735	0	511	0	0	4357
0115-0215	0	1459	0	720	0	0	0	1696	0	490	0	0	4365
0130-0230	0	1480	0	729	0	0	0	1708	0	462	0	0	4379
0145-0245	0	1529	0	750	0	0	0	1740	0	478	0	0	4497
0200-0300	0	1540	0	742	0	0	0	1701	0	494	0	0	4477

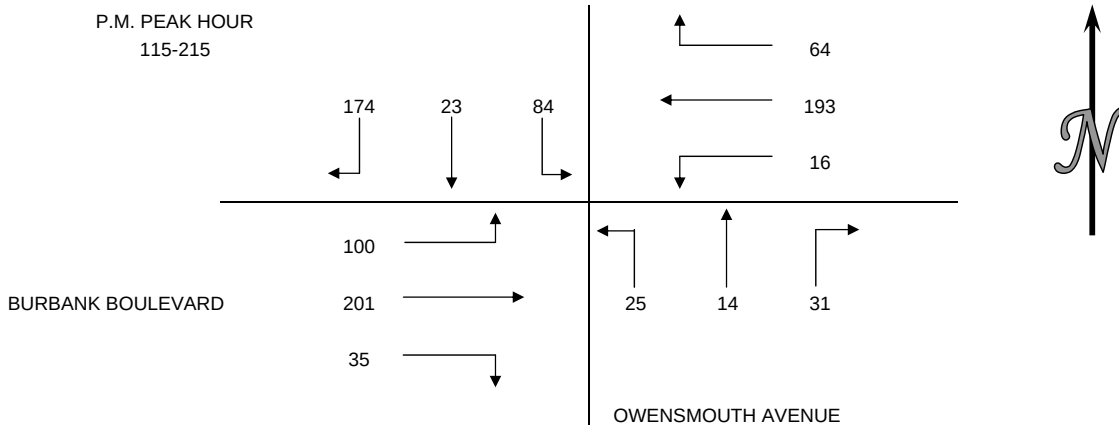


THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, June 2, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S Owensmouth Avenue
 E/W Burbank Boulevard

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	40	7	20	24	49	4	4	3	8	7	50	13	229
1215-1230	47	6	18	15	57	6	13	9	10	4	45	23	253
1230-1245	39	11	22	17	34	3	7	2	6	5	24	19	189
1245-100	41	11	28	16	63	4	9	6	11	6	44	15	254
100-115	39	7	25	17	42	4	7	5	4	3	37	9	199
115-130	37	4	24	19	63	6	4	4	8	11	59	23	262
130-145	43	6	17	11	41	2	5	2	2	8	57	21	215
145-200	39	6	19	18	41	1	8	2	4	9	45	25	217
200-215	55	7	24	16	48	7	14	6	11	7	40	31	266
215-230	37	8	12	11	50	2	6	4	13	17	60	25	245
230-245	33	3	19	11	51	7	6	2	11	5	30	21	199
245-300	46	7	21	13	46	6	4	6	6	9	49	26	239
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	167	35	88	72	203	17	33	20	35	22	163	70	925
1215-115	166	35	93	65	196	17	36	22	31	18	150	66	895
1230-130	156	33	99	69	202	17	27	17	29	25	164	66	904
1245-145	160	28	94	63	209	16	25	17	25	28	197	68	930
100-200	158	23	85	65	187	13	24	13	18	31	198	78	893
115-215	174	23	84	64	193	16	31	14	25	35	201	100	960
130-230	174	27	72	56	180	12	33	14	30	41	202	102	943
145-245	164	24	74	56	190	17	34	14	39	38	175	102	927
200-300	171	25	76	51	195	22	30	18	41	38	179	103	949



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga Ave

E/W STREET: Burbank Blvd

PERIOD: NOON Peak Hour

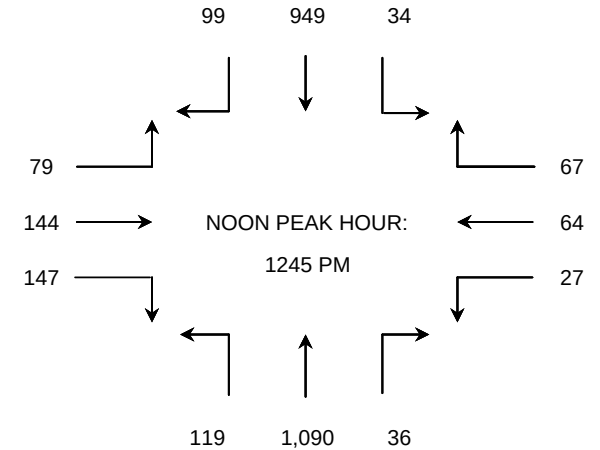
DATE: SATURDAY 5/19/2007

Prepared by: National Data & Surveying Services
Project # 07-2249-017



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	5	20	19	9	32	32	22	281	8	17	244	22	711
12:15 - 12:30	5	20	13	21	25	33	23	248	8	9	258	32	695
12:30 - 12:45	6	12	15	20	19	38	23	259	6	7	231	24	660
12:45 - 1:00	4	15	16	27	28	41	35	293	8	6	232	29	734
1:00 - 1:15	6	19	14	16	32	35	24	277	9	9	245	15	701
1:15 - 1:30	10	14	20	16	37	34	32	240	10	7	248	36	704
1:30 - 1:45	7	16	17	20	47	37	28	280	9	12	224	19	716
1:45 - 2:00	6	13	14	15	27	31	34	273	7	10	245	22	697
2:00 - 2:15	3	10	8	17	25	36	30	260	7	7	269	26	698
2:15 - 2:30	5	19	17	19	29	27	30	240	3	11	245	25	670
2:30 - 2:45	6	16	16	8	17	41	35	248	7	10	272	30	706
2:45 - 3:00	1	17	9	15	23	29	35	215	5	12	267	30	658

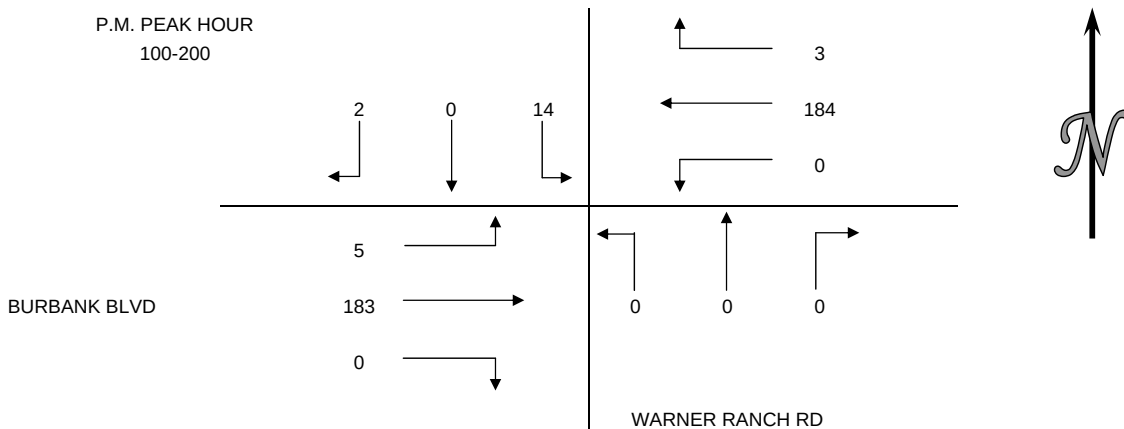
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	20	67	63	77	104	144	103	1081	30	39	965	107	2,800
12:15 - 1:15	21	66	58	84	104	147	105	1,077	31	31	966	100	2,790
12:30 - 1:30	26	60	65	79	116	148	114	1,069	33	29	956	104	2,799
12:45 - 1:45	27	64	67	79	144	147	119	1,090	36	34	949	99	2,855 *
1:00 - 2:00	29	62	65	67	143	137	118	1,070	35	38	962	92	2,818
1:15 - 2:15	26	53	59	68	136	138	124	1,053	33	36	986	103	2,815
1:30 - 2:30	21	58	56	71	128	131	122	1,053	26	40	983	92	2,781
1:45 - 2:45	20	58	55	59	98	135	129	1,021	24	38	1,031	103	2,771
2:00 - 3:00	15	62	50	59	94	133	130	963	22	40	1,053	111	2,732



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY DECEMBER 1, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S WARNER RANCH RD
 E/W BURBANK BLVD
 CITY: WOODLAND HILLS

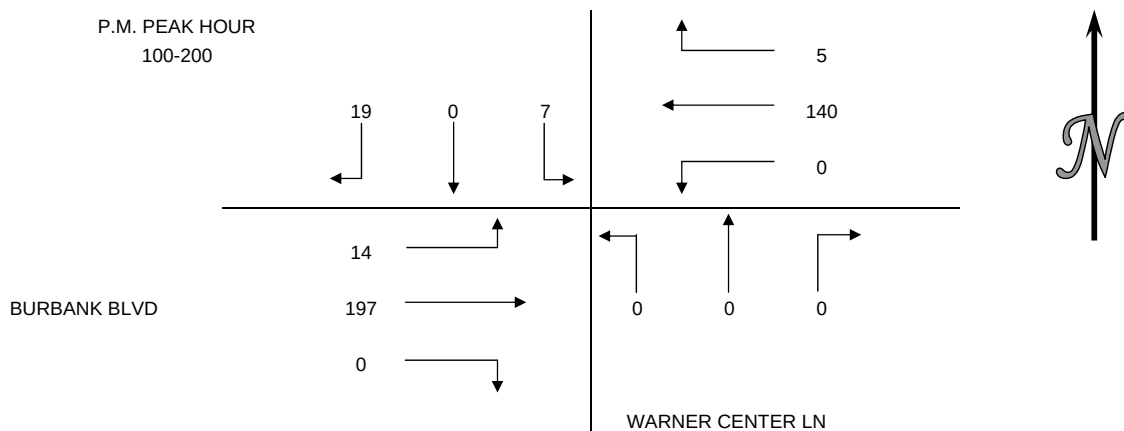
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	0	0	5	2	49	0	0	0	0	0	46	1	103
1215-1230	1	0	1	1	37	0	0	0	0	0	25	0	65
1230-1245	1	0	4	0	42	0	0	0	0	0	42	2	91
1245-100	4	0	0	2	33	0	0	0	0	0	33	2	74
100-115	1	0	5	0	50	0	0	0	0	0	45	0	101
115-130	0	0	7	2	34	0	0	0	0	0	54	0	97
130-145	1	0	1	1	46	0	0	0	0	0	44	1	94
145-200	0	0	1	0	54	0	0	0	0	0	40	4	99
200-215	2	0	1	1	47	0	0	0	0	0	49	0	100
215-230	1	0	0	0	33	0	0	0	0	0	42	1	77
230-245	1	0	6	1	40	0	0	0	0	0	36	0	84
245-300	1	0	2	1	31	0	0	0	0	0	49	1	85
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	6	0	10	5	161	0	0	0	0	0	146	5	333
1215-115	7	0	10	3	162	0	0	0	0	0	145	4	331
1230-130	6	0	16	4	159	0	0	0	0	0	174	4	363
1245-145	6	0	13	5	163	0	0	0	0	0	176	3	366
100-200	2	0	14	3	184	0	0	0	0	0	183	5	391
115-215	3	0	10	4	181	0	0	0	0	0	187	5	390
130-230	4	0	3	2	180	0	0	0	0	0	175	6	370
145-245	4	0	8	2	174	0	0	0	0	0	167	5	360
200-300	5	0	9	3	151	0	0	0	0	0	176	2	346



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY DECEMBER 1, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S WARNER CENTER LN
 E/W BURBANK BLVD
 CITY: WOODLAND HILLS

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	5	0	1	2	38	0	0	0	0	0	43	2	91
1215-1230	7	0	1	1	38	0	0	0	0	0	35	2	84
1230-1245	7	0	1	1	33	0	0	0	0	0	38	3	83
1245-100	12	0	5	0	29	0	0	0	0	0	40	3	89
100-115	5	0	3	2	39	0	0	0	0	0	41	7	97
115-130	1	0	0	1	33	0	0	0	0	0	64	2	101
130-145	4	0	2	0	32	0	0	0	0	0	43	3	84
145-200	9	0	2	2	36	0	0	0	0	0	49	2	100
200-215	1	0	0	2	35	0	0	0	0	0	43	5	86
215-230	3	0	0	0	28	0	0	0	0	0	43	2	76
230-245	2	0	1	1	35	0	0	0	0	0	37	2	78
245-300	5	0	2	6	24	0	0	0	0	0	54	3	94
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	31	0	8	4	138	0	0	0	0	0	156	10	347
1215-115	31	0	10	4	139	0	0	0	0	0	154	15	353
1230-130	25	0	9	4	134	0	0	0	0	0	183	15	370
1245-145	22	0	10	3	133	0	0	0	0	0	188	15	371
100-200	19	0	7	5	140	0	0	0	0	0	197	14	382
115-215	15	0	4	5	136	0	0	0	0	0	199	12	371
130-230	17	0	4	4	131	0	0	0	0	0	178	12	346
145-245	15	0	3	5	134	0	0	0	0	0	172	11	340
200-300	11	0	3	9	122	0	0	0	0	0	177	12	334

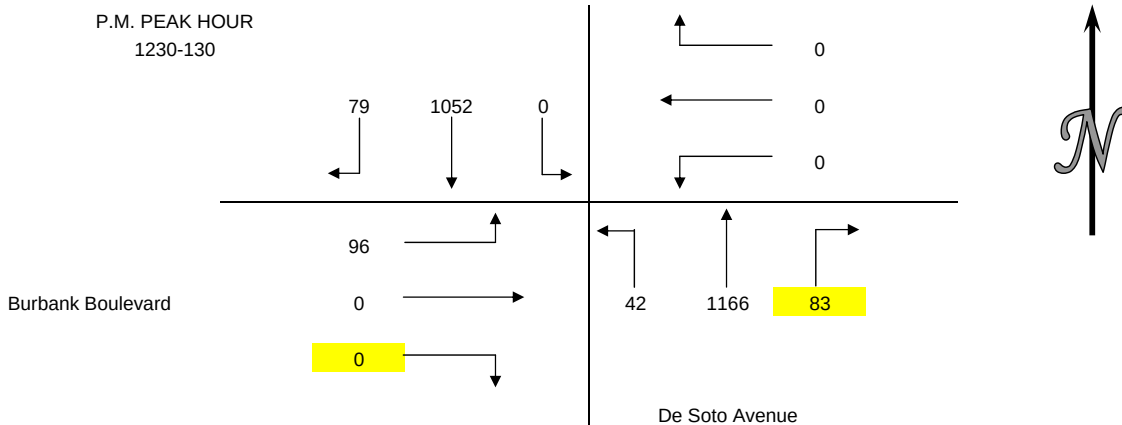


INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, May 19, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S De Soto Avenue
 E/W Burbank Boulevard

This movement does not exist. Movement 10 (EBRT) does exist. Fehr & Peers assumes Movement 7 should be interchanged with Movement 10 and proceeds thus.

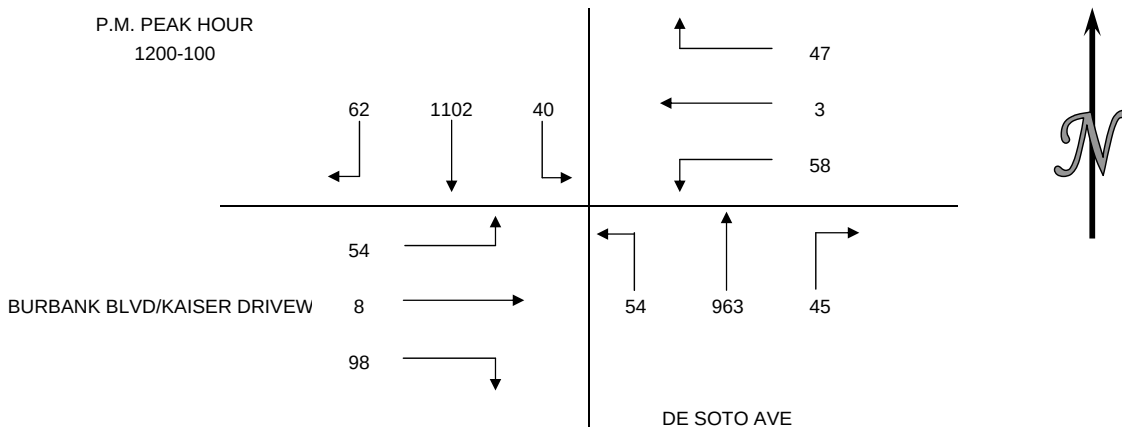
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	8	245	0	0	0	0	23	227	13	0	0	15	531
1215-1230	17	253	0	0	0	0	15	278	10	0	0	21	594
1230-1245	22	267	0	0	0	0	23	282	10	0	0	13	617
1245-100	15	245	0	0	0	0	18	290	12	0	0	33	613
100-115	19	285	0	0	0	0	23	302	14	0	0	21	664
115-130	23	255	0	0	0	0	19	292	6	0	0	29	624
130-145	12	215	0	0	0	0	13	248	10	0	0	27	525
145-200	9	265	0	0	0	0	19	225	14	0	0	15	547
200-215	15	260	0	0	0	0	8	222	12	0	0	20	537
215-230	18	235	0	0	0	0	16	212	11	0	0	25	517
230-245	15	240	0	0	0	0	20	260	14	0	0	21	570
245-300	17	196	0	0	0	0	18	254	13	0	0	20	518
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	62	1010	0	0	0	0	79	1077	45	0	0	82	2355
1215-115	73	1050	0	0	0	0	79	1152	46	0	0	88	2488
1230-130	79	1052	0	0	0	0	83	1166	42	0	0	96	2518
1245-145	69	1000	0	0	0	0	73	1132	42	0	0	110	2426
100-200	63	1020	0	0	0	0	74	1067	44	0	0	92	2360
115-215	59	995	0	0	0	0	59	987	42	0	0	91	2233
130-230	54	975	0	0	0	0	56	907	47	0	0	87	2126
145-245	57	1000	0	0	0	0	63	919	51	0	0	81	2171
200-300	65	931	0	0	0	0	62	948	50	0	0	86	2142



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY DECEMBER 1, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S DE SOTO AVE
 E/W BURBANK BLVD/KAISER DRIVEWAY
 CITY: WOODLAND HILLS

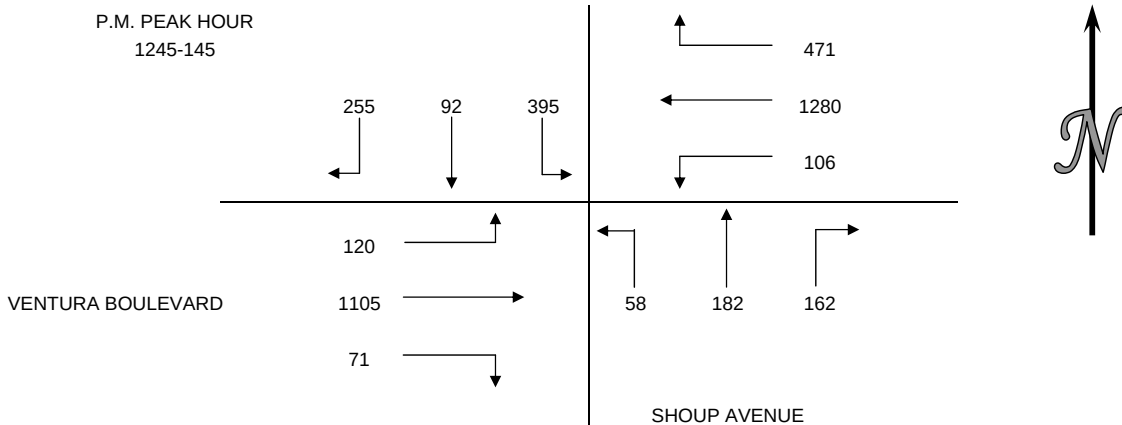
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	15	266	18	25	0	14	15	208	15	29	4	14	623
1215-1230	20	280	9	12	2	18	9	239	13	21	1	17	641
1230-1245	7	267	6	4	0	15	11	250	15	24	2	12	613
1245-100	20	289	7	6	1	11	10	266	11	24	1	11	657
100-115	23	254	6	4	0	9	11	251	16	11	0	21	606
115-130	16	270	7	5	0	8	11	227	23	9	1	19	596
130-145	16	253	7	4	1	6	10	262	15	18	1	12	605
145-200	14	270	4	5	1	11	14	294	18	18	0	14	663
200-215	11	250	4	3	0	9	14	253	16	15	0	6	581
215-230	7	262	5	9	4	9	15	242	17	14	0	13	597
230-245	3	275	5	7	2	9	10	282	12	22	1	10	638
245-300	18	246	8	6	1	6	7	266	9	18	1	7	593
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	62	1102	40	47	3	58	45	963	54	98	8	54	2534
1215-115	70	1090	28	26	3	53	41	1006	55	80	4	61	2517
1230-130	66	1080	26	19	1	43	43	994	65	68	4	63	2472
1245-145	75	1066	27	19	2	34	42	1006	65	62	3	63	2464
100-200	69	1047	24	18	2	34	46	1034	72	56	2	66	2470
115-215	57	1043	22	17	2	34	49	1036	72	60	2	51	2445
130-230	48	1035	20	21	6	35	53	1051	66	65	1	45	2446
145-245	35	1057	18	24	7	38	53	1071	63	69	1	43	2479
200-300	39	1033	22	25	7	33	46	1043	54	69	2	36	2409



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, June 9, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S Shoup Avenue
 E/W Ventura Boulevard

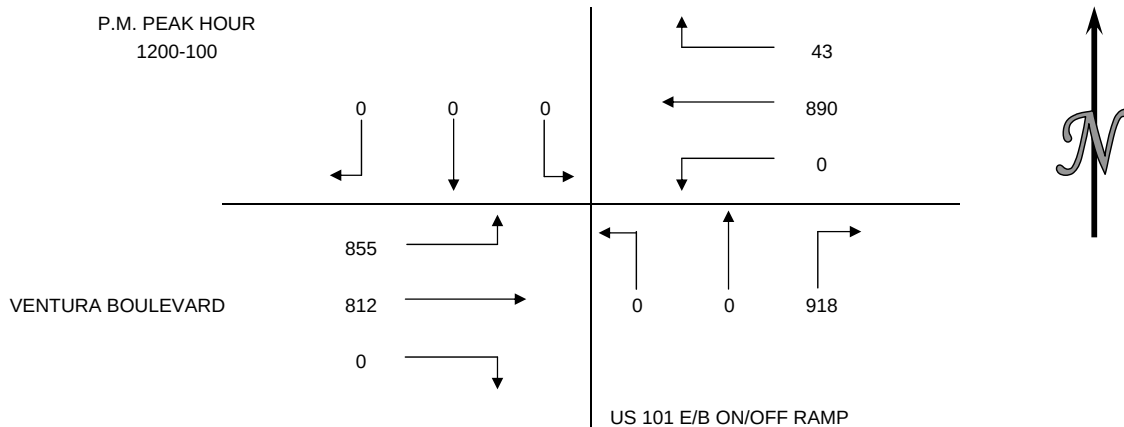
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	60	19	107	113	291	26	32	48	19	12	270	29	1026
1215-1230	64	27	96	124	325	24	33	42	13	8	262	31	1049
1230-1245	60	21	86	85	288	22	34	42	19	14	305	22	998
1245-100	61	19	114	116	311	26	35	44	14	20	267	27	1054
100-115	62	22	90	126	346	30	33	42	14	18	263	31	1077
115-130	66	20	92	103	299	28	46	45	13	18	314	31	1075
130-145	66	31	99	126	324	22	48	51	17	15	261	31	1091
145-200	49	23	68	125	272	36	22	38	20	12	270	30	965
200-215	75	23	93	110	290	23	25	51	16	14	276	36	1032
215-230	46	25	99	115	295	24	27	40	5	6	240	27	949
230-245	56	24	91	99	283	32	26	48	10	10	251	36	966
245-300	54	35	92	110	328	24	38	56	14	11	259	22	1043
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	245	86	403	438	1215	98	134	176	65	54	1104	109	4127
1215-115	247	89	386	451	1270	102	135	170	60	60	1097	111	4178
1230-130	249	82	382	430	1244	106	148	173	60	70	1149	111	4204
1245-145	255	92	395	471	1280	106	162	182	58	71	1105	120	4297
100-200	243	96	349	480	1241	116	149	176	64	63	1108	123	4208
115-215	256	97	352	464	1185	109	141	185	66	59	1121	128	4163
130-230	236	102	359	476	1181	105	122	180	58	47	1047	124	4037
145-245	226	95	351	449	1140	115	100	177	51	42	1037	129	3912
200-300	231	107	375	434	1196	103	116	195	45	41	1026	121	3990



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, June 9, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S US 101 EB On/Off Ramps
 E/W Ventura Boulevard

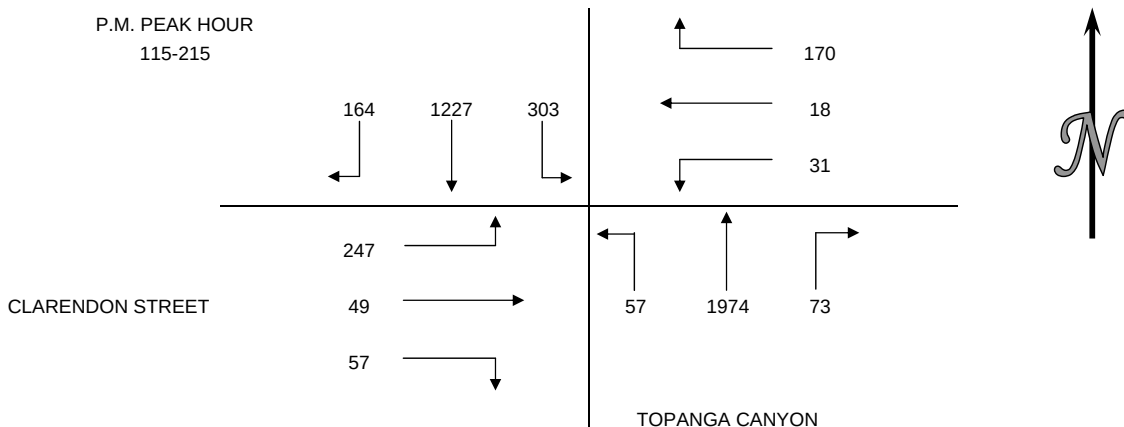
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	0	0	0	15	218	0	238	0	0	0	206	226	903
1215-1230	0	0	0	8	237	0	213	0	0	0	191	198	847
1230-1245	0	0	0	9	239	0	251	0	0	0	225	228	952
1245-100	0	0	0	11	196	0	216	0	0	0	190	203	816
100-115	0	0	0	20	210	0	216	0	0	0	193	185	824
115-130	0	0	0	19	227	0	181	0	0	0	240	231	898
130-145	0	0	0	10	275	0	192	0	0	0	185	200	862
145-200	0	0	0	15	205	0	171	0	0	0	220	181	792
200-215	0	0	0	11	230	0	187	0	0	0	190	228	846
215-230	0	0	0	16	244	0	225	0	0	0	163	201	849
230-245	0	0	0	9	218	0	206	0	0	0	180	206	819
245-300	0	0	0	9	251	0	183	0	0	0	175	198	816
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	0	0	0	43	890	0	918	0	0	0	812	855	3518
1215-115	0	0	0	48	882	0	896	0	0	0	799	814	3439
1230-130	0	0	0	59	872	0	864	0	0	0	848	847	3490
1245-145	0	0	0	60	908	0	805	0	0	0	808	819	3400
100-200	0	0	0	64	917	0	760	0	0	0	838	797	3376
115-215	0	0	0	55	937	0	731	0	0	0	835	840	3398
130-230	0	0	0	52	954	0	775	0	0	0	758	810	3349
145-245	0	0	0	51	897	0	789	0	0	0	753	816	3306
200-300	0	0	0	45	943	0	801	0	0	0	708	833	3330



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY DECEMBER 1, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S TOPANGA CANYON
 E/W CLARENDON STREET
 CITY: WOODLAND HILLS

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	37	269	65	41	2	1	21	479	17	26	21	97	1076
1215-1230	36	285	55	47	13	5	10	444	10	12	16	76	1009
1230-1245	40	235	59	40	36	6	20	495	14	17	13	79	1054
1245-100	21	240	60	32	1	5	10	461	6	10	14	72	932
100-115	31	241	74	36	5	4	33	476	11	19	25	88	1043
115-130	32	299	55	48	4	4	12	502	17	13	10	66	1062
130-145	46	283	87	37	2	10	21	476	15	20	16	68	1081
145-200	44	322	79	49	6	7	19	497	15	14	8	63	1123
200-215	42	323	82	36	6	10	21	499	10	10	15	50	1104
215-230	32	265	63	31	2	2	16	483	12	17	14	67	1004
230-245	38	276	76	27	2	5	16	471	13	23	7	52	1006
245-300	30	229	68	24	2	13	15	470	13	13	8	53	938
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	134	1029	239	160	52	17	61	1879	47	65	64	324	4071
1215-115	128	1001	248	155	55	20	73	1876	41	58	68	315	4038
1230-130	124	1015	248	156	46	19	75	1934	48	59	62	305	4091
1245-145	130	1063	276	153	12	23	76	1915	49	62	65	294	4118
100-200	153	1145	295	170	17	25	85	1951	58	66	59	285	4309
115-215	164	1227	303	170	18	31	73	1974	57	57	49	247	4370
130-230	164	1193	311	153	16	29	77	1955	52	61	53	248	4312
145-245	156	1186	300	143	16	24	72	1950	50	64	44	232	4237
200-300	142	1093	289	118	12	30	68	1923	48	63	44	222	4052



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

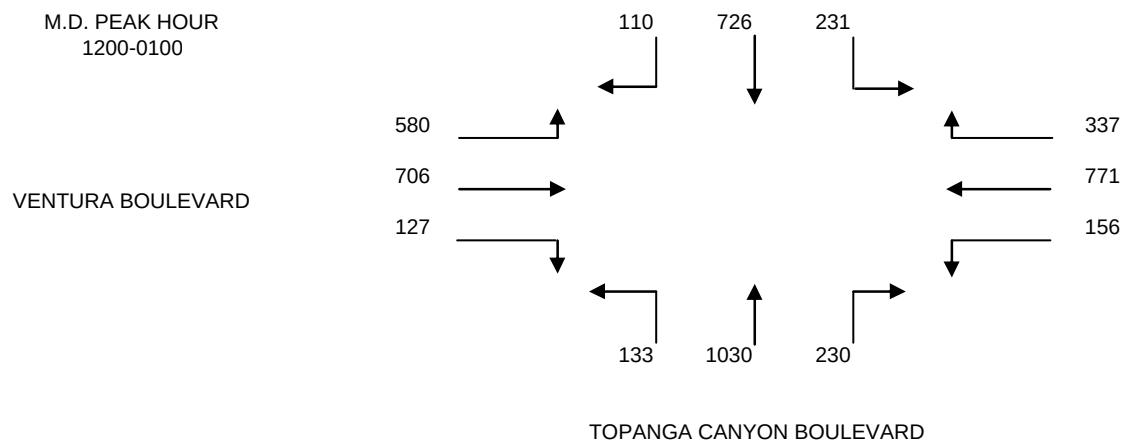
CLIENT: CRAIN & ASSOCIATES
 PROJECT: WESTFIELD WEST VALLEY II - WOODLAND HILLS
 DATE: SATURDAY, MAY 19, 2007
 PERIOD: 12:00 PM TO 03:00 PM
 INTERSECTION: N/S TOPANGA CANYON BOULEVARD
 E/W VENTURA BOULEVARD
 FILE NUMBER: 48-MD

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT

1200-1215	35	200	49	68	201	21	52	237	18	28	168	140
1215-1230	30	196	70	95	209	46	49	275	30	42	185	151
1230-1245	22	177	58	88	175	43	51	236	35	28	154	128
1245-0100	23	153	54	86	186	46	78	282	50	29	199	161
0100-0115	24	155	50	82	140	48	47	211	43	25	194	156
0115-0130	24	150	64	76	148	31	62	263	44	38	177	149
0130-0145	29	183	45	75	158	37	52	267	30	30	152	133
0145-0200	31	186	63	107	181	48	48	256	44	36	143	160
0200-0215	30	185	52	108	167	41	59	241	25	38	180	156
0215-0230	33	172	59	81	139	30	54	236	49	28	155	138
0230-0245	24	193	46	96	164	48	47	250	39	30	152	149
0245-0300	33	176	56	72	132	63	63	243	53	43	133	130

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	TOTALS
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	

1200-0100	110	726	231	337	771	156	230	1030	133	127	706	580	5137
1215-0115	99	681	232	351	710	183	225	1004	158	124	732	596	5095
1230-0130	93	635	226	332	649	168	238	992	172	120	724	594	4943
1245-0145	100	641	213	319	632	162	239	1023	167	122	722	599	4939
0100-0200	108	674	222	340	627	164	209	997	161	129	666	598	4895
0115-0215	114	704	224	366	654	157	221	1027	143	142	652	598	5002
0130-0230	123	726	219	371	645	156	213	1000	148	132	630	587	4950
0145-0245	118	736	220	392	651	167	208	983	157	132	630	603	4997
0200-0300	120	726	213	357	602	182	223	970	166	139	620	573	4891



THE TRAFFIC SOLUTION
 329 DIAMOND STREET
 ARCADIA, CALIFORNIA 91006
 626.446.7978

VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga Ave

E/W STREET: US 101 WB off-ramp

Prepared by: National Data & Surveying Services

Project # 07-2249-018

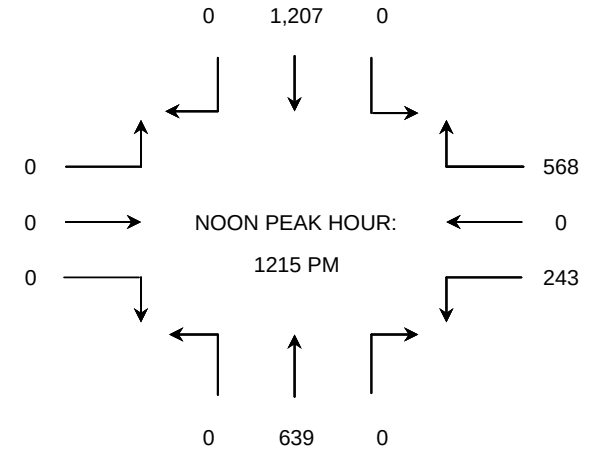
PERIOD: NOON Peak Hour

DATE: SATURDAY 5/19/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	47	0	133	0	0	0	0	139	0	0	277	0	596
12:15 - 12:30	59	0	155	0	0	0	0	153	0	0	329	0	696
12:30 - 12:45	71	0	133	0	0	0	0	183	0	0	282	0	669
12:45 - 1:00	59	0	163	0	0	0	0	145	0	0	303	0	670
1:00 - 1:15	54	0	117	0	0	0	0	158	0	0	293	0	622
1:15 - 1:30	44	0	148	0	0	0	2	156	0	0	268	0	618
1:30 - 1:45	55	0	171	0	0	0	0	128	0	0	285	0	639
1:45 - 2:00	40	0	159	0	0	0	0	163	0	0	256	0	618
2:00 - 2:15	65	0	156	0	0	0	1	141	0	0	287	0	650
2:15 - 2:30	45	0	143	0	0	0	0	140	0	0	317	0	645
2:30 - 2:45	47	0	163	0	0	0	0	140	0	0	284	0	634
2:45 - 3:00	48	0	149	0	0	0	0	133	0	0	287	0	617

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	236	0	584	0	0	0	0	620	0	0	1191	0	2,631
12:15 - 1:15	243	0	568	0	0	0	0	639	0	0	1,207	0	2,657 *
12:30 - 1:30	228	0	561	0	0	0	2	642	0	0	1,146	0	2,579
12:45 - 1:45	212	0	599	0	0	0	2	587	0	0	1,149	0	2,549
1:00 - 2:00	193	0	595	0	0	0	2	605	0	0	1,102	0	2,497
1:15 - 2:15	204	0	634	0	0	0	3	588	0	0	1,096	0	2,525
1:30 - 2:30	205	0	629	0	0	0	1	572	0	0	1,145	0	2,552
1:45 - 2:45	197	0	621	0	0	0	1	584	0	0	1,144	0	2,547
2:00 - 3:00	205	0	611	0	0	0	1	554	0	0	1,175	0	2,546



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga Ave

E/W STREET: US 101 EB off-ramp

Prepared by: National Data & Surveying Services

Project # 07-2249-019

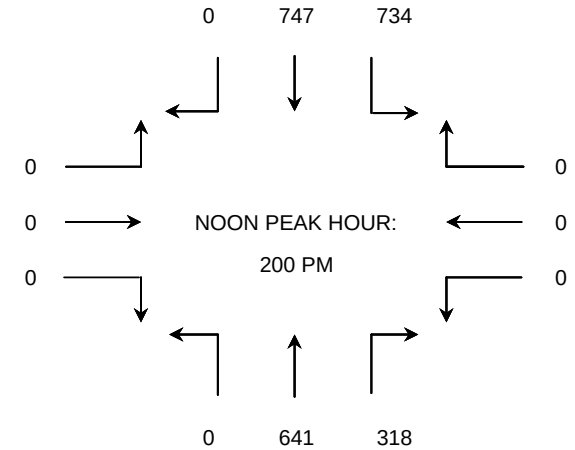
PERIOD: NOON Peak Hour

DATE: SATURDAY 5/26/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	0	0	0	0	0	0	0	173	47	138	130	0	488
12:15 - 12:30	0	0	0	0	0	0	0	122	69	162	136	0	489
12:30 - 12:45	0	0	0	0	0	0	0	140	65	194	183	0	582
12:45 - 1:00	0	0	0	0	0	0	0	115	62	137	185	0	499
1:00 - 1:15	0	0	0	0	0	0	0	139	59	187	170	0	555
1:15 - 1:30	0	0	0	0	0	0	0	164	64	161	170	0	559
1:30 - 1:45	0	0	0	0	0	0	0	134	100	147	226	0	607
1:45 - 2:00	0	0	0	0	0	0	0	155	87	131	161	0	534
2:00 - 2:15	0	0	0	0	0	0	0	162	56	190	184	0	592
2:15 - 2:30	0	0	0	0	0	0	0	174	81	141	214	0	610
2:30 - 2:45	0	0	0	0	0	0	0	168	83	165	208	0	624
2:45 - 3:00	0	0	0	0	0	0	0	137	98	238	141	0	614

1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	0	0	0	0	0	0	0	550	243	631	634	0	2,058
12:15 - 1:15	0	0	0	0	0	0	0	516	255	680	674	0	2,125
12:30 - 1:30	0	0	0	0	0	0	0	558	250	679	708	0	2,195
12:45 - 1:45	0	0	0	0	0	0	0	552	285	632	751	0	2,220
1:00 - 2:00	0	0	0	0	0	0	0	592	310	626	727	0	2,255
1:15 - 2:15	0	0	0	0	0	0	0	615	307	629	741	0	2,292
1:30 - 2:30	0	0	0	0	0	0	0	625	324	609	785	0	2,343
1:45 - 2:45	0	0	0	0	0	0	0	659	307	627	767	0	2,360
2:00 - 3:00	0	0	0	0	0	0	0	641	318	734	747	0	2,440 *



VEHICLE TURNING MOVEMENT COUNT SUMMARY

N/S STREET: Canoga Ave

E/W STREET: Ventura Blvd

Prepared by: National Data & Surveying Services
Project # 07-2249-020

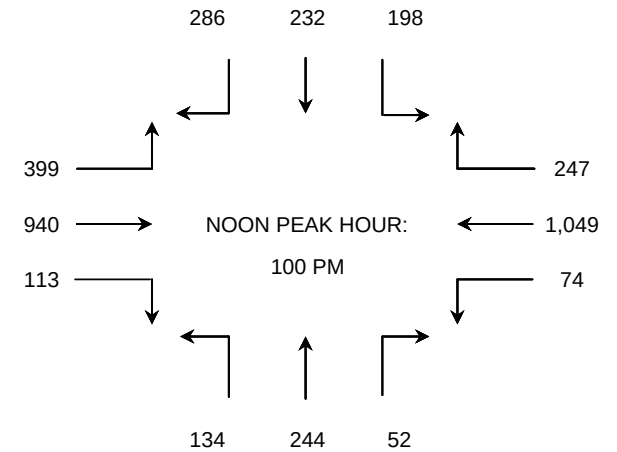
PERIOD: NOON Peak Hour

DATE: SATURDAY 5/19/2007



15-MINUTE TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 12:15	15	219	48	74	183	21	36	73	13	47	58	71	858
12:15 - 12:30	19	263	70	87	227	29	31	75	9	50	54	75	989
12:30 - 12:45	16	241	61	82	223	26	28	70	11	45	50	76	929
12:45 - 1:00	18	261	63	107	243	25	31	71	7	44	55	65	990
1:00 - 1:15	22	272	58	96	236	34	31	63	9	42	56	68	987
1:15 - 1:30	20	257	56	92	231	23	30	61	11	50	59	70	960
1:30 - 1:45	15	269	62	103	239	30	36	59	16	56	61	72	1,018
1:45 - 2:00	17	251	71	108	234	26	37	61	16	50	56	76	1,003
2:00 - 2:15	24	250	75	91	202	22	42	62	14	54	59	71	966
2:15 - 2:30	19	242	64	88	194	19	39	74	9	49	70	68	935
2:30 - 2:45	13	238	53	87	192	18	32	65	10	46	63	69	886
2:45 - 3:00	16	233	47	79	186	17	28	62	8	44	57	63	840

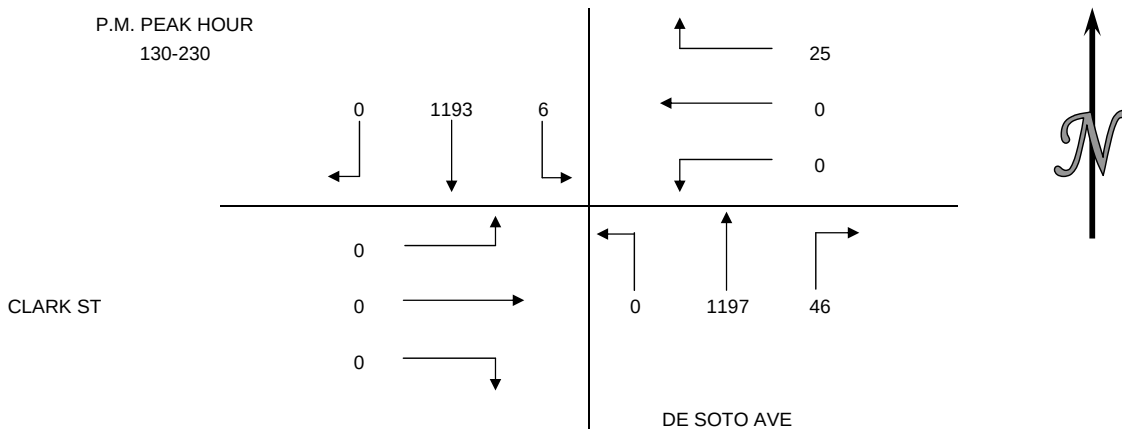
1-HOUR TOTALS	WESTBOUND			EASTBOUND			NORTHBOUND			SOUTHBOUND			TOTAL
	L	T	R	L	T	R	L	T	R	L	T	R	
12:00 - 1:00	68	984	242	350	876	101	126	289	40	186	217	287	3,766
12:15 - 1:15	75	1,037	252	372	929	114	121	279	36	181	215	284	3,895
12:30 - 1:30	76	1,031	238	377	933	108	120	265	38	181	220	279	3,866
12:45 - 1:45	75	1,059	239	398	949	112	128	254	43	192	231	275	3,955
1:00 - 2:00	74	1,049	247	399	940	113	134	244	52	198	232	286	3,968 *
1:15 - 2:15	76	1,027	264	394	906	101	145	243	57	210	235	289	3,947
1:30 - 2:30	75	1,012	272	390	869	97	154	256	55	209	246	287	3,922
1:45 - 2:45	73	981	263	374	822	85	150	262	49	199	248	284	3,790
2:00 - 3:00	72	963	239	345	774	76	141	263	41	193	249	271	3,627



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WARNER CENTER
 DATE: SATURDAY DECEMBER 1, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S DE SOTO AVE
 E/W CLARK ST
 CITY: WOODLAND HILLS

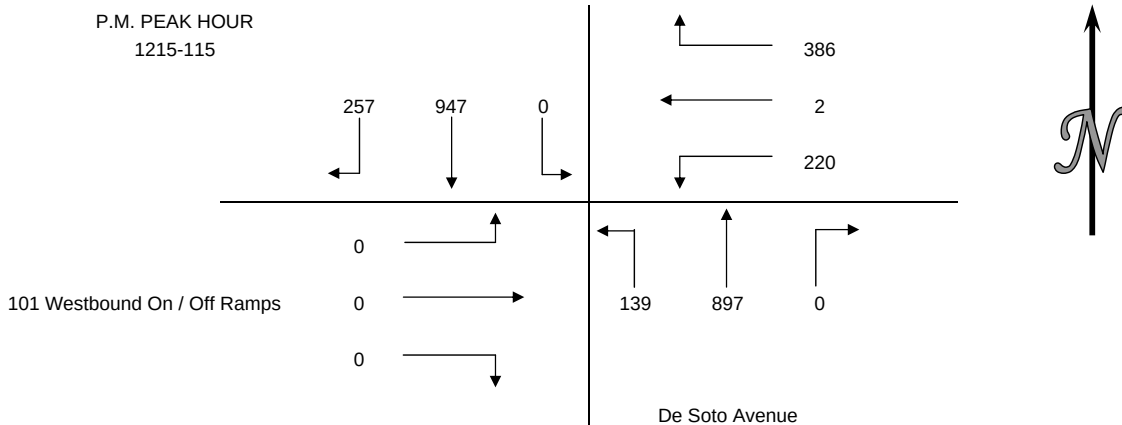
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	0	345	1	11	0	0	6	256	0	0	0	0	619
1215-1230	0	305	1	5	0	1	12	262	0	0	0	0	586
1230-1245	0	314	2	5	0	0	11	277	0	0	0	0	609
1245-100	0	306	2	4	0	0	13	290	0	0	0	0	615
100-115	0	301	2	8	0	0	7	271	0	0	0	0	589
115-130	0	293	1	3	0	1	10	286	0	0	0	0	594
130-145	0	311	1	14	0	0	15	317	0	0	0	0	658
145-200	0	274	1	3	0	0	9	272	0	0	0	0	559
200-215	0	297	1	6	0	0	9	299	0	0	0	0	612
215-230	0	311	3	2	0	0	13	309	0	0	0	0	638
230-245	0	273	1	3	0	0	8	281	0	0	0	0	566
245-300	0	270	0	6	0	0	10	253	0	0	0	0	539
HOUR TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	0	1270	6	25	0	1	42	1085	0	0	0	0	2429
1215-115	0	1226	7	22	0	1	43	1100	0	0	0	0	2399
1230-130	0	1214	7	20	0	1	41	1124	0	0	0	0	2407
1245-145	0	1211	6	29	0	1	45	1164	0	0	0	0	2456
100-200	0	1179	5	28	0	1	41	1146	0	0	0	0	2400
115-215	0	1175	4	26	0	1	43	1174	0	0	0	0	2423
130-230	0	1193	6	25	0	0	46	1197	0	0	0	0	2467
145-245	0	1155	6	14	0	0	39	1161	0	0	0	0	2375
200-300	0	1151	5	17	0	0	40	1142	0	0	0	0	2355



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, May 19, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S De Soto Avenue
 E/W 101 Westbound On / Off Ramps

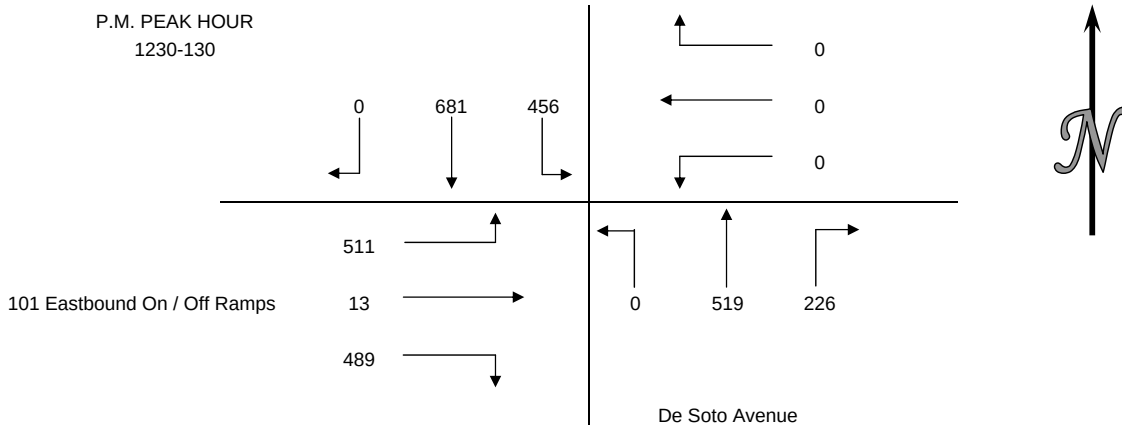
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	66	204	0	97	0	57	0	155	28	0	0	0	607
1215-1230	59	214	0	89	0	51	0	206	32	0	0	0	651
1230-1245	61	244	0	94	1	48	0	226	31	0	0	0	705
1245-100	62	232	0	85	0	70	0	237	38	0	0	0	724
100-115	75	257	0	118	1	51	0	228	38	0	0	0	768
115-130	48	196	0	87	2	53	0	196	35	0	0	0	617
130-145	59	239	0	119	2	50	0	177	44	0	0	0	690
145-200	78	217	0	95	0	63	0	167	49	0	0	0	669
200-215	57	224	0	87	0	44	0	149	26	0	0	0	587
215-230	52	180	0	96	0	47	0	156	37	0	0	0	568
230-245	64	194	0	103	1	57	0	177	31	0	0	0	627
245-300	48	186	0	107	3	68	0	171	33	0	0	0	616
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	248	894	0	365	1	226	0	824	129	0	0	0	2687
1215-115	257	947	0	386	2	220	0	897	139	0	0	0	2848
1230-130	246	929	0	384	4	222	0	887	142	0	0	0	2814
1245-145	244	924	0	409	5	224	0	838	155	0	0	0	2799
100-200	260	909	0	419	5	217	0	768	166	0	0	0	2744
115-215	242	876	0	388	4	210	0	689	154	0	0	0	2563
130-230	246	860	0	397	2	204	0	649	156	0	0	0	2514
145-245	251	815	0	381	1	211	0	649	143	0	0	0	2451
200-300	221	784	0	393	4	216	0	653	127	0	0	0	2398



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, May 19, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S De Soto Avenue
 E/W 101 Eastbound On / Off Ramps

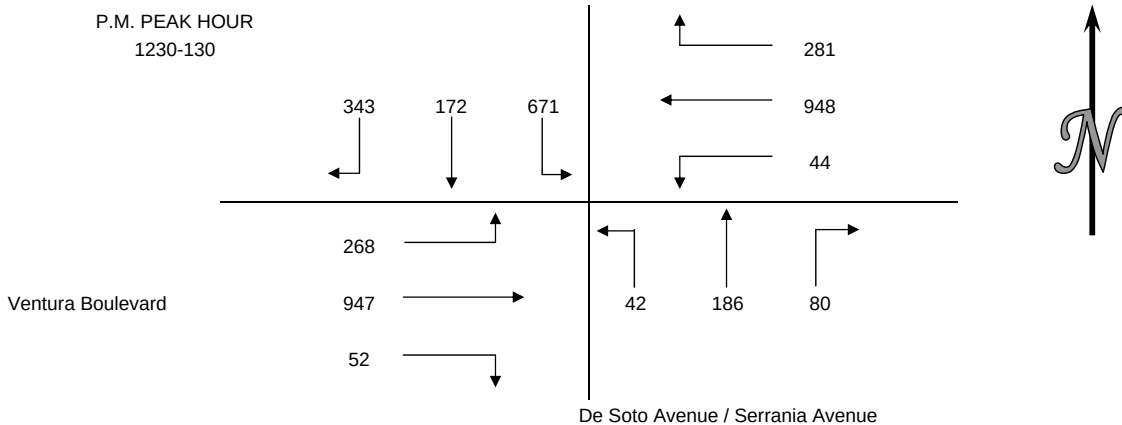
15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	0	161	109	0	0	0	61	104	0	86	0	71	592
1215-1230	0	178	95	0	0	0	57	125	0	104	0	117	676
1230-1245	0	184	107	0	0	0	49	134	0	120	3	121	718
1245-100	0	180	110	0	0	0	55	133	0	132	4	139	753
100-115	0	167	116	0	0	0	54	130	0	113	3	130	713
115-130	0	150	123	0	0	0	68	122	0	124	3	121	711
130-145	0	143	124	0	0	0	60	106	0	95	0	105	633
145-200	0	167	114	0	0	0	48	123	0	77	1	85	615
200-215	0	151	117	0	0	0	71	105	0	59	0	74	577
215-230	0	139	95	0	0	0	64	127	0	45	0	68	538
230-245	0	139	124	0	0	0	52	127	0	38	3	80	563
245-300	0	131	99	0	0	0	49	113	0	47	1	80	520
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	0	703	421	0	0	0	222	496	0	442	7	448	2739
1215-115	0	709	428	0	0	0	215	522	0	469	10	507	2860
1230-130	0	681	456	0	0	0	226	519	0	489	13	511	2895
1245-145	0	640	473	0	0	0	237	491	0	464	10	495	2810
100-200	0	627	477	0	0	0	230	481	0	409	7	441	2672
115-215	0	611	478	0	0	0	247	456	0	355	4	385	2536
130-230	0	600	450	0	0	0	243	461	0	276	1	332	2363
145-245	0	596	450	0	0	0	235	482	0	219	4	307	2293
200-300	0	560	435	0	0	0	236	472	0	189	4	302	2198



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: Crain and Associates
 PROJECT: Warner Center / West Valley II
 DATE: Saturday, May 19, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S De Soto Avenue / Serrania Avenue
 E/W Ventura Boulevard

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	74	51	108	70	233	13	20	41	5	8	182	68	873
1215-1230	84	35	133	70	250	8	16	43	15	14	206	64	938
1230-1245	89	47	172	71	237	11	19	32	7	14	246	60	1005
1245-100	81	50	177	68	246	12	24	52	13	7	263	69	1062
100-115	93	46	168	79	226	9	22	48	11	19	219	71	1011
115-130	80	29	154	63	239	12	15	54	11	12	219	68	956
130-145	68	37	117	73	215	7	10	36	10	6	182	48	809
145-200	71	36	104	74	226	12	15	36	14	11	209	63	871
200-215	77	24	97	80	232	8	11	35	19	13	178	63	837
215-230	63	26	76	80	205	8	7	30	12	10	158	59	734
230-245	69	45	67	81	218	13	7	43	11	5	197	69	825
245-300	64	30	78	79	205	5	3	35	6	14	179	53	751
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	328	183	590	279	966	44	79	168	40	43	897	261	3878
1215-115	347	178	650	288	959	40	81	175	46	54	934	264	4016
1230-130	343	172	671	281	948	44	80	186	42	52	947	268	4034
1245-145	322	162	616	283	926	40	71	190	45	44	883	256	3838
100-200	312	148	543	289	906	40	62	174	46	48	829	250	3647
115-215	296	126	472	290	912	39	51	161	54	42	788	242	3473
130-230	279	123	394	307	878	35	43	137	55	40	727	233	3251
145-245	280	131	344	315	881	41	40	144	56	39	742	254	3267
200-300	273	125	318	320	860	34	28	143	48	42	712	244	3147



INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: FEHR AND PEERS
 PROJECT: WEST SAN FERNANDO VALLEY TRAFFIC COUNTS
 DATE: SATURDAY OCTOBER 20, 2007
 PERIOD: 12:00 PM TO 3:00 PM
 INTERSECTION: N/S TOPANGA CANYON BLVD
 E/W MARTINEZ ST

15 MIN COUNTS													
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-1215	1	194	1	0	1	1	0	220	1	1	0	6	426
1215-1230	2	230	4	0	1	2	0	255	2	0	5	10	511
1230-1245	1	272	3	1	2	1	3	272	0	1	0	8	564
1245-100	4	252	3	5	0	1	2	233	0	1	0	11	512
100-115	2	295	2	0	0	1	0	236	0	0	1	10	547
115-130	3	286	1	1	1	3	0	226	0	0	2	8	531
130-145	1	258	3	3	0	1	2	263	1	1	1	9	543
145-200	4	278	3	0	1	2	0	240	0	1	0	8	537
200-215	2	295	0	1	0	1	0	272	4	0	0	10	585
215-230	3	257	2	2	3	1	1	263	0	1	1	5	539
230-245	0	257	1	4	1	2	0	268	0	2	1	10	546
245-300	3	265	3	0	2	3	1	280	1	1	3	6	568
HOURLY TOTALS													
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
1200-100	8	948	11	6	4	5	5	980	3	3	5	35	2013
1215-115	9	1049	12	6	3	5	5	996	2	2	6	39	2134
1230-130	10	1105	9	7	3	6	5	967	0	2	3	37	2154
1245-145	10	1091	9	9	1	6	4	958	1	2	4	38	2133
100-200	10	1117	9	4	2	7	2	965	1	2	4	35	2158
115-215	10	1117	7	5	2	7	2	1001	5	2	3	35	2196
130-230	10	1088	8	6	4	5	3	1038	5	3	2	32	2204
145-245	9	1087	6	7	5	6	1	1043	4	4	2	33	2207
200-300	8	1074	6	7	6	7	2	1083	5	4	5	31	2238

