

Linscott, Law & Greenspan, Engineers

APPENDIX B-1

**CMA and Levels of Service Explanation
and
Krausz Property Only Alternative A Project
CMA Data Worksheets - AM and PM Peak Hours**

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
 628.796.2322 Fax 628.792.0941

CRITICAL MOVEMENT ANALYSIS

N-S St: De Soto Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA1
 Courts by: Acutek

De Soto Avenue @ Plummer Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]				
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	71	1	71	1	75	0	75	1	75	0	75	1	75	0	75	1	75
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	-
NB Thru	1495	1	869	1	921	55	1640	1	949	4	1644	1	951	-200	1444	1	801
Comb. T-R [1]	1	869	869	1	921	949	949	1	949	0	949	1	951	0	951	1	801
NB Right	243	0	15	258	0	0	258	0	0	0	258	0	0	-100	158	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	87	1	87	1	92	0	92	1	92	0	92	1	92	0	92	1	92
Comb. L-T	0	-	0	0	-	0	0	0	0	-11	2370	2	802	-200	2170	2	735
SB Thru	2108	2	713	2	755	147	2381	2	805	0	2370	2	802	0	2170	2	735
Comb. T-R	1	713	713	1	755	34	34	0	0	0	34	0	0	0	34	0	-
SB Right	30	0	2	32	0	3	34	0	0	0	34	0	0	0	34	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	21	1	21	1	22	3	25	1	25	0	25	1	25	0	25	1	25
Comb. L-T	0	-	0	0	-	0	0	0	0	-1	150	0	0	0	150	0	-
EB Thru	142	0	9	151	0	0	151	0	0	0	150	0	0	0	150	0	-
Comb. T-R	1	301	301	1	319	319	319	1	319	0	318	1	318	0	318	1	318
EB Right	159	0	10	169	0	0	169	0	0	0	169	0	0	0	169	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	521	1	365	1	387	0	552	1	387	0	552	1	387	-100	452	1	317
Comb. L-T	1	213	213	1	225	0	225	1	227	0	227	1	227	0	227	1	212
WB Thru	188	0	11	199	0	0	199	0	0	1	200	0	0	0	200	0	-
Comb. T-R	1	213	213	1	225	3	88	0	0	0	88	0	0	0	88	0	-
WB Right	81	0	5	86	0	0	86	0	0	0	88	0	0	0	88	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 956	E-W: 666	SUM: 1622	N-S: 1013	E-W: 706	SUM: 1719	N-S: 1041	E-W: 706	SUM: 1747	N-S: 1041	E-W: 705	SUM: 1748	N-S: 893	E-W: 635	SUM: 1528		
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	1.138	1.206	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Northbound curb lane functions as a parking lane, due to parking availability during the AM peak hour.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA1
 Counts by: Acutek

CRITICAL MOVEMENT ANALYSIS

De Soto Avenue @ Plummer Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]					
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume		
NB Left	1	56	3	59	1	59	0	59	1	59	0	59	0	59	1	59		
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	-	0	0	-		
NB Thru	2	885	138	2436	2	938	155	2591	2	989	24	2615	-200	2415	2	897		
Comb. T-R	1	885	1	938	1	938	0	938	1	989	0	989	0	989	1	897		
NB Right	0	-	21	377	0	-	0	377	0	-	0	377	-100	277	0	-		
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	-	-	0	-		
SB Left	1	67	4	71	1	71	0	71	1	71	0	71	0	71	1	71		
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	-	0	0	-		
SB Thru	2	456	80	1421	2	483	41	1462	2	497	42	1504	-200	1304	2	444		
Comb. T-R	1	456	1	483	1	483	0	483	1	497	0	497	0	497	1	444		
SB Right	0	-	2	29	0	-	0	29	0	-	0	29	0	29	0	-		
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	-	-	0	-		
EB Left	1	91	5	96	1	96	3	99	1	99	0	99	0	99	1	99		
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	-	0	0	-		
EB Thru	0	-	9	158	0	-	0	158	0	-	5	163	0	163	0	-		
Comb. T-R	1	264	1	280	1	280	0	280	1	280	0	280	0	280	1	285		
EB Right	0	-	7	122	0	-	0	122	0	-	0	122	0	122	0	-		
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	-	-	0	-		
WB Left	1	309	26	467	1	327	0	467	1	327	0	467	-100	367	1	257		
Comb. L-T	1	190	1	202	1	202	1	203	1	203	1	204	0	204	1	189		
WB Thru	0	-	6	105	0	-	0	105	0	-	3	108	0	108	0	-		
Comb. T-R	1	190	1	202	1	202	0	202	1	203	0	203	0	203	1	189		
WB Right	0	-	9	158	0	-	3	160	0	-	0	160	0	160	0	-		
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	-	-	0	-		
Crit. Volumes:	N-S:	952	N-S:	1009	N-S:	1060	N-S:	1060	N-S:	1068	N-S:	1068	N-S:	968	E-W:	542	E-W:	542
	E-W:	573	E-W:	607	E-W:	607	E-W:	607	E-W:	612	E-W:	612	E-W:	542	SUM:	1510	SUM:	1510
	SUM:	1524	SUM:	1616	SUM:	1667	SUM:	1667	SUM:	1680	SUM:	1680	SUM:	1510				
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	1.070	1.134	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170	
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: De Soto Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMAZ
 Counts by: Accufek

CRITICAL MOVEMENT ANALYSIS

De Soto Avenue @ Nordhoff Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]						
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	1	60	1	4	63	1	63	1	0	63	1	63	1	0	63	1	63	1	63
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-
NB Thru	2	813	2	98	1724	2	862	2	105	1828	2	914	2	0	1828	2	914	2	1578
Comb. T-R	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-250	0	-	0	-
NB Right [1]	1	44	1	3	47	1	47	1	0	47	1	47	1	-3	44	1	44	1	44
Comb. L-T-R	0	-	0	-	-	0	-	0	-	-	0	-	0	-	0	0	0	0	0
SB Left	1	100	1	6	106	1	106	1	0	106	1	106	1	0	106	1	106	1	106
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-
SB Thru	2	568	2	82	1449	2	602	2	51	1499	2	620	2	0	1499	2	620	2	1249
Comb. T-R	1	568	1	20	568	1	602	1	3	361	1	620	1	0	620	1	620	1	520
SB Right	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-50	0	-	0	-
Comb. L-T-R	0	-	0	-	-	0	-	0	-	-	0	-	0	-	311	0	-	0	-
EB Left	1	229	1	14	243	1	243	1	4	247	1	247	1	0	247	1	247	1	197
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-50	0	-	0	-
EB Thru	1	427	1	26	453	1	240	1	86	539	1	283	1	-4	535	1	281	1	281
Comb. T-R [1]	1	227	1	227	240	1	240	1	0	240	1	283	1	0	281	1	281	1	281
EB Right	0	-	0	-	-	0	-	0	-	-	0	-	0	-	0	0	-	0	-
Comb. L-T-R	0	-	0	-	-	0	-	0	-	-	0	-	0	-	28	0	-	0	-
WB Left	1	66	1	4	70	1	70	1	0	70	1	70	1	1	71	1	71	1	71
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	0	0	-	0	-
WB Thru	2	810	2	49	859	2	429	2	26	885	2	442	2	2	887	2	443	2	443
Comb. T-R	0	-	0	-	-	0	-	0	-	-	0	-	0	-	0	0	-	0	-
WB Right [1]	1	86	1	5	91	1	91	1	4	95	1	95	1	0	95	1	95	1	95
Comb. L-T-R	0	-	0	-	-	0	-	0	-	-	0	-	0	-	0	0	-	0	-
Crit. Volumes:		N-S: 913			N-S: 968					N-S: 1020					N-S: 1020				
		E-W: 634			E-W: 672					E-W: 689					E-W: 690				
		SUM: 1547			SUM: 1640					SUM: 1709					SUM: 1710				
No. of Phases:		2			2					2					2				
Volume / Capacity:		1.032			1.093					1.139					1.140				
Level of Service:		F			F					F				F					F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

- For dual turn lanes, 55% of volume is assigned to heavier lane.
- For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
- Right turns on red from excl. lanes = 50% of overlapping left turn.
- [1] Northbound and westbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg. Easbound curb lane functions as a parking lane.
- [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: De Soto Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMAZ
 Counts by: Accutrek

De Soto Avenue @ Nordhoff Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]				
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume
NB Left	59	1	59	4	62	1	62	1	62	0	62	1	62	0	62	1	62
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	2342	2	802	141	2483	2	850	2	875	73	2555	2	878	-250	2305	2	795
Comb. T-R	1	802	1	802	1	850	1	875	1	875	1	878	1	878	1	878	1
NB Right	65	0	0	4	69	0	0	0	0	0	69	0	0	0	69	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	132	1	132	8	140	1	140	1	140	0	140	1	140	0	140	1	140
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1687	2	659	101	1788	2	699	2	728	85	1873	2	728	-250	1623	2	628
Comb. T-R	1	659	1	659	1	699	1	728	1	728	1	728	1	728	1	728	1
SB Right	291	0	0	17	308	0	0	0	0	3	311	0	0	0	311	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	173	1	173	10	183	1	183	1	186	3	186	1	186	-50	136	1	136
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	961	2	348	58	1018	2	369	2	373	11	1029	2	378	0	1045	2	378
Comb. T-R	1	348	1	348	1	369	1	373	1	373	1	378	1	378	1	378	1
EB Right	84	0	0	5	89	0	0	0	0	0	89	0	0	0	89	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	82	1	82	5	87	1	87	1	87	0	87	1	87	0	87	1	87
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	598	2	250	36	634	2	265	2	284	55	689	2	287	0	698	2	287
Comb. T-R	1	250	1	250	1	265	1	284	1	284	1	287	1	287	1	287	1
WB Right	153	0	0	9	162	0	0	0	0	3	164	0	0	0	164	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 935	E-W: 430	SUM: 1365	N-S: 991	E-W: 456	SUM: 1446	N-S: 1015	E-W: 470	SUM: 1485	N-S: 1018	E-W: 473	SUM: 1491	N-S: 935	E-W: 471	SUM: 1406		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.910	0.964	0.990	0.994	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

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Notes: [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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 E-W St: Roscoe Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA3
 Counts by: Accutek

De Soto Avenue @ Roscoe Boulevard
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/27/2003
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 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			
	No. of Lanes	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	
NB Left	2	51	6	54	2	98	0	54	0	98	0	98	2	54	0	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
NB Thru	2	478	57	506	2	1107	95	553	-3	1104	2	904	-200	552	2	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
NB Right [1]	1	98	6	104	1	104	0	104	0	104	1	104	0	104	1	
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
SB Left	2	62	7	65	2	119	0	65	0	119	2	65	0	65	2	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
SB Thru	2	591	89	626	2	1605	38	639	1	1606	2	1406	-200	639	2	
Comb. T-R	1	591	1	626	1	639	1	639	1	639	1	639	1	639	1	
SB Right	0	-	18	312	0	312	0	312	0	312	0	312	0	312	0	
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
EB Left	2	138	15	146	2	269	3	148	0	269	2	148	0	269	2	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
EB Thru	2	331	56	992	2	4	996	2	352	-6	990	2	350	2	350	
Comb. T-R	1	331	1	351	1	351	1	352	1	352	1	350	1	350	1	
EB Right	0	-	3	59	0	59	0	59	0	59	0	59	0	59	0	
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
WB Left	2	111	12	117	2	213	0	117	0	213	2	117	0	213	2	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
WB Thru	2	355	59	1036	2	1041	5	378	2	1043	2	1043	0	379	2	
Comb. T-R	1	355	1	376	1	376	1	378	1	378	1	379	1	379	1	
WB Right	0	-	5	92	0	95	3	95	0	95	0	95	0	95	0	
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
Crit. Volumes:	N-S:	641	N-S:	680	N-S:	692	N-S:	693	N-S:	626	N-S:	626	N-S:	626	N-S:	626
	E-W:	493	E-W:	522	E-W:	526	E-W:	527	E-W:	527	E-W:	527	E-W:	527	E-W:	527
	SUM:	1134	SUM:	1202	SUM:	1219	SUM:	1220	SUM:	1153	SUM:	1153	SUM:	1153	SUM:	1153
No. of Phases:	4			4			4			4			4			
Volume / Capacity:	0.825			0.874			0.886			0.887			0.839			
Level of Service:	D			D			D			D			D			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Northbound curb lane functions as a right-turn only lane, due to parking availability on the departure leg.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

De Soto Avenue @ Roscoe Boulevard
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: De Soto Avenue
 E-W St: Roscoe Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMAA3
 Counts by: Accutek

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]			
	Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	Added	Total Volume	No. of Lanes	Lane Volume	
NB Left	140	2	77	8	148	2	82	0	148	2	82	0	148	0	148	2	82	2	82	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1401	2	526	84	1485	2	557	58	1543	2	576	10	1553	-200	1353	2	580	2	513	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	176	0	0	11	187	0	0	0	187	0	0	0	187	0	187	0	0	1	513	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	178	2	98	11	189	2	104	0	189	2	104	0	189	0	189	2	104	2	104	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1128	2	564	68	1196	2	598	78	1273	2	637	6	1279	-200	1079	2	640	2	540	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right [1]	214	1	214	13	227	1	227	0	227	1	227	0	227	0	227	1	227	1	227	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	372	2	205	22	394	2	217	3	397	2	218	0	397	0	397	2	218	2	218	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1335	2	480	80	1415	2	508	15	1430	2	513	21	1451	0	1451	2	520	2	520	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	104	0	0	6	110	0	0	0	110	0	0	0	110	0	110	0	0	1	520	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	176	2	97	11	187	2	103	0	187	2	103	0	187	0	187	2	103	2	103	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	859	2	323	52	911	2	342	13	924	2	347	12	936	0	936	2	351	2	351	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	109	0	0	7	116	0	0	3	118	0	0	0	118	0	118	0	0	1	351	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 641	N-S: 679	N-S: 718					N-S: 721					N-S: 623							
	E-W: 576	E-W: 611	E-W: 616					E-W: 623					E-W: 623							
	SUM: 1217	SUM: 1291	SUM: 1344					SUM: 1344					SUM: 1344							
No. of Phases:	4				4				4				4							
Volume / Capacity:	0.885				0.939				0.970				0.978							
Level of Service:	D				E				E				E							

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Southbound curb lane functions as a right-turn only lane, due to parking availability on the departure leg.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Devonshire Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Winnetka Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA4
 Courts by: Accutek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION				
	Volume	Lanes	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes		
NB Left	169	2	93	10	179	2	99	9	188	2	104	2	104	-20	168	2	93
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	6	0	0	0	6	0	0	0	6	0	0	0	0	0	6	0	90
Comb. T-R	1	1	86	16	283	1	198	15	298	1	209	1	209	-20	278	1	195
NB Right	267	1	187	16	283	1	198	15	298	1	209	1	209	-20	278	1	195
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	9	1	9	1	10	1	10	0	10	1	10	1	10	0	10	1	10
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	5	0	0	0	5	0	0	-1	5	0	0	0	0	0	5	0	13
Comb. T-R	1	1	14	1	15	1	15	0	15	1	13	1	13	0	8	0	0
SB Right	9	0	0	1	10	0	0	-2	8	0	0	0	0	0	8	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	8	1	8	0	8	1	8	0	8	1	8	1	8	0	8	1	8
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	745	1	527	45	790	1	558	-17	772	1	581	1	579	0	769	1	569
Comb. T-R	1	1	527	18	326	0	0	63	389	0	0	0	0	-20	369	0	0
EB Right	308	0	0	18	326	0	0	63	389	0	0	0	0	-20	369	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	49	1	49	3	52	1	52	23	75	1	75	1	75	-20	55	1	55
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1228	1	624	74	1302	1	661	-29	1273	1	662	1	662	0	1274	1	662
Comb. T-R	1	1	624	1	624	1	661	0	662	1	662	1	662	0	51	0	0
WB Right	20	0	0	1	21	0	0	30	51	0	0	0	0	0	51	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 171	E-W: 632	SUM: 803	N-S: 182	E-W: 670	SUM: 852	N-S: 181	E-W: 671	SUM: 852	N-S: 181	E-W: 671	SUM: 852	N-S: 177	E-W: 671	SUM: 848		
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	0.584	0.519	0.519	0.519	0.519	0.519	0.519	0.519	0.519	0.519	0.519	0.519	0.519	0.519	0.519	0.519	0.516
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 Notes: * V/C ratio includes a 0.10 reduction due to the installation of ATSA/ATCS.

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N-S St: Winnetka Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA4
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Winnelka Avenue @ Devonshire Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION						
	Volume	Lanes	No. of Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume		
NB Left	294	2	162	18	312	2	171	52	363	2	200	0	363	2	200	-20	343	2	189
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	8	0	0	0	8	0	0	0	8	0	0	0	8	0	0	0	8	0	0
Comb. T-R	1	1	228	44	777	1	242	48	825	1	256	0	825	1	256	-20	805	1	250
NB Right	733	1	513	44	777	1	544	48	825	1	578	0	825	1	578	-20	805	1	564
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	10	1	10	1	11	1	11	0	11	1	11	0	11	1	11	0	11	1	11
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	10	0	0	1	11	0	0	-1	10	0	0	0	10	0	0	0	10	0	0
Comb. T-R	1	1	20	1	21	1	21	0	21	1	19	0	21	1	19	0	21	1	19
SB Right	10	0	0	1	11	0	0	-2	9	0	0	0	9	0	0	0	9	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	17	1	17	1	18	1	18	3	21	1	21	0	21	1	21	0	21	1	21
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	878	1	525	53	931	1	557	-14	917	1	552	10	927	1	557	0	927	1	547
Comb. T-R	1	1	525	10	535	1	557	4	561	1	552	0	561	1	557	-20	541	1	547
EB Right	172	0	0	10	182	0	0	4	186	0	0	0	186	0	0	0	186	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	258	1	258	15	273	1	273	0	273	1	273	0	273	1	273	-20	253	1	253
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	690	1	349	41	731	1	369	-18	713	1	366	6	719	1	369	0	719	1	369
Comb. T-R	1	1	349	10	359	1	369	0	369	1	366	0	369	1	369	0	369	1	369
WB Right	7	0	0	0	7	0	0	10	18	0	0	0	18	0	0	0	18	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 394	N-S: 418	N-S: 452	N-S: 452	N-S: 452	N-S: 452	N-S: 418	N-S: 452	N-S: 452	N-S: 452	N-S: 452	N-S: 452	N-S: 452	N-S: 452	N-S: 452	N-S: 452	N-S: 452	N-S: 452	N-S: 452
	E-W: 783	E-W: 830	E-W: 825	E-W: 825	E-W: 825	E-W: 825	E-W: 830	E-W: 825	E-W: 825	E-W: 825	E-W: 825	E-W: 825	E-W: 825	E-W: 825	E-W: 825	E-W: 825	E-W: 825	E-W: 825	E-W: 825
	SUM: 1177	SUM: 1248	SUM: 1277	SUM: 1277	SUM: 1277	SUM: 1277	SUM: 1248	SUM: 1277	SUM: 1277	SUM: 1277	SUM: 1277	SUM: 1277	SUM: 1277	SUM: 1277	SUM: 1277	SUM: 1277	SUM: 1277	SUM: 1277	SUM: 1277
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	0.856	0.807	0.828	0.828	0.828	0.828	0.807	0.828	0.828	0.828	0.828	0.828	0.828	0.828	0.828	0.828	0.828	0.828	0.828
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATCS.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Wimetka Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA5
 Courts by: Accutek

Wimetka Avenue @ Lassen Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]							
	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume			
NB Left	1	174	10	184	1	184	1	184	0	184	1	185	1	185	0	185	1	185		
Comb. L-T	0	-	201	28	497	2	213	2	222	2	522	2	222	0	472	2	205	205		
NB Thru	2	201	201	213	213	1	213	1	222	1	222	1	222	0	143	0	143	0		
Comb. T-R	1	201	8	143	0	143	0	143	0	143	0	143	0	0	143	0	0	0		
NB Right	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	1	36	2	38	1	38	1	38	0	38	1	38	1	38	0	38	1	38		
Comb. L-T	0	-	272	48	851	2	289	2	317	2	937	2	317	0	887	2	301	301		
SB Thru	2	272	272	289	289	1	289	1	317	1	317	1	317	0	15	0	15	0		
Comb. T-R	1	272	1	15	0	15	0	15	0	15	0	15	0	0	15	0	0	0		
SB Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Left	36	36	2	38	1	38	1	38	0	38	1	38	1	38	0	38	1	38		
Comb. L-T	0	-	484	44	770	1	513	1	513	1	770	1	511	0	770	1	511	511		
EB Thru	1	484	484	513	513	1	513	1	513	1	513	1	511	0	252	0	252	0		
Comb. T-R	1	484	14	255	0	255	0	255	0	255	0	252	0	0	252	0	0	0		
EB Right	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Left	1	237	14	251	1	251	1	251	0	251	1	251	1	251	0	251	1	251		
Comb. L-T	0	-	452	52	922	1	479	1	479	1	922	1	479	0	922	1	479	479		
WB Thru	1	452	452	479	479	1	479	1	479	1	479	1	479	0	35	0	35	0		
Comb. T-R	1	452	2	35	0	35	0	35	0	35	0	35	0	0	35	0	0	0		
WB Right	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crit. Volumes:	N-S:	446	N-S:	473	N-S:	502	N-S:	503	N-S:	486	N-S:	486	N-S:	486	E-W:	762	E-W:	762	E-W:	1248
	E-W:	721	E-W:	764	E-W:	764	E-W:	762	E-W:	762	E-W:	762	E-W:	762	SUM:	1265	SUM:	1265	SUM:	1248
	SUM:	1167	SUM:	1237	SUM:	1265	SUM:	1265	SUM:	1265	SUM:	1265	SUM:	1265						
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.778	0.825	0.844	0.843	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: Winnetka Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA5
 Courts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Lassen Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]							
	No. of Lanes	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total				
NB Left	1	133	1	141	8	141	1	141	0	141	1	141	6	147	1	147	0	147	1	147				
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-				
NB Thru	2	419	2	444	59	1047	2	477	99	1146	2	477	0	1146	2	477	-50	1096	2	461				
Comb. T-R	1	419	1	444	1	444	1	477	1	477	1	477	0	477	1	477	0	477	1	461				
NB Right	0	-	0	-	16	286	0	286	0	286	0	286	0	286	0	286	0	286	0	286				
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-				
SB Left	1	16	1	17	1	17	1	17	0	17	1	17	0	17	1	17	0	17	1	17				
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-				
SB Thru	2	141	2	150	25	435	2	151	6	441	2	151	0	441	2	151	-50	391	2	134				
Comb. T-R	1	141	1	150	1	150	1	151	1	151	1	151	0	151	1	151	0	151	1	134				
SB Right	0	-	0	-	1	15	0	12	-3	12	0	12	0	12	0	12	0	12	0	12				
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-				
EB Left	1	26	1	28	2	28	1	29	1	29	1	29	0	29	1	29	0	29	1	29				
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-				
EB Thru	1	589	1	624	64	1128	1	624	0	1128	1	624	0	1128	1	629	0	1128	1	629				
Comb. T-R	1	589	1	624	1	624	1	624	1	624	1	624	0	629	1	629	0	629	1	629				
EB Right	0	-	0	-	7	121	0	121	0	121	0	121	10	131	0	131	0	131	0	131				
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-				
WB Left	1	123	1	130	7	130	1	130	0	130	1	130	0	130	1	130	0	130	1	130				
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-				
WB Thru	1	283	1	300	32	570	1	301	0	570	1	301	0	570	1	301	0	570	1	301				
Comb. T-R	1	283	1	300	1	300	1	301	1	301	1	301	0	301	1	301	0	301	1	301				
WB Right	0	-	0	-	2	30	0	31	1	31	0	31	0	31	0	31	0	31	0	31				
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-				
Crit. Volumes:	N-S:	435	E-W:	712	SUM:	1147	N-S:	461	E-W:	755	SUM:	1216	N-S:	494	E-W:	760	SUM:	1254	N-S:	478	E-W:	760	SUM:	1237
No. of Phases:	2		2		2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.765		0.811		0.833		0.833		0.833		0.833		0.833		0.833		0.833		0.833		0.825		0.825	
Level of Service:	C		D		D		D		D		D		D		D		D		D		D		D	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Winnetka Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA6
 Counts by: Accutek

Winnetka Avenue @ Plummer Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			
	Volume	Lanes	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Total Volume	Lane Volume	No. of Lanes	Total Volume
NB Left	133	1	1	8	141	1	141	0	141	1	141	-40	101	1	101	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	841	2	2	50	891	2	341	23	915	2	341	1	856	2	321	
Comb. T-R	1	1	1	314	333	1	341	1	341	1	341	0	107	0	321	
NB Right	101	0	0	6	107	0	0	0	107	0	0	0	107	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	81	1	1	5	86	1	86	0	86	1	86	0	86	1	86	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1586	2	2	95	1681	2	615	86	1767	2	615	-3	1704	2	594	
Comb. T-R	1	1	1	554	587	1	615	1	615	1	615	0	80	1	594	
SB Right	75	0	0	5	80	0	0	0	80	0	0	0	80	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	11	1	1	1	12	1	12	0	12	1	12	0	12	1	12	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	341	1	1	20	361	1	298	0	361	1	298	-3	358	1	277	
Comb. T-R	1	1	1	282	298	1	298	1	298	1	297	0	358	1	277	
EB Right	222	0	0	13	235	0	0	0	235	0	235	0	195	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	293	1	1	18	311	1	311	0	311	1	311	0	311	1	311	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	635	1	1	38	673	1	353	0	673	1	353	1	674	1	353	
Comb. T-R	1	1	1	333	353	1	353	1	353	1	353	0	33	1	353	
WB Right	31	0	0	2	33	0	0	0	33	0	33	0	33	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 687	E-W: 575	SUM: 1261	N-S: 728	E-W: 609	SUM: 1337	N-S: 756	E-W: 609	SUM: 1365	N-S: 755	E-W: 607	SUM: 1363	N-S: 695	E-W: 587	SUM: 1283	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.841	0.891	0.891	0.891	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	0.910	
Level of Service:	D	D	D	D	E	E	E	E	E	E	E	E	E	E	D	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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 Right turns on red from excl. lanes = 50% of overlapping left turn.
 Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Winnetka Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA6
 Counts by: Accutek

Winnetka Avenue @ Plummer Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]		
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	144	1	144	9	153	1	153	0	153	1	153	-40	113	1	113
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1342	2	505	81	1423	2	535	91	1514	2	566	6	1520	2	548
Comb. T-R	1	1	505	10	535	1	535	1	566	1	566	0	568	1	548
NB Right	173	0	0	10	183	0	0	0	183	0	0	0	183	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	41	1	41	2	43	1	43	0	43	1	43	0	43	1	43
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	645	2	222	39	684	2	236	6	690	2	238	10	700	2	221
Comb. T-R	1	1	222	1	236	1	236	1	238	1	238	0	241	1	221
SB Right	22	0	0	1	23	0	0	0	23	0	0	0	23	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	124	1	124	7	131	1	131	1	133	1	133	0	133	1	133
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	717	1	486	43	760	1	515	0	760	1	515	10	770	1	500
Comb. T-R	1	1	486	15	515	1	515	0	515	1	515	0	520	1	500
EB Right	255	0	0	15	270	0	0	0	270	0	0	0	270	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	112	1	112	7	119	1	119	0	119	1	119	0	119	1	119
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	392	1	231	24	416	1	245	0	416	1	245	6	422	1	248
Comb. T-R	1	1	231	4	245	1	245	0	245	1	245	0	248	1	248
WB Right	70	0	0	4	74	0	0	1	75	0	0	0	75	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 546	N-S: 579	N-S: 609	N-S: 611	N-S: 591	E-W: 598	E-W: 634	E-W: 639	E-W: 619	E-W: 639	E-W: 619	SUM: 1243	SUM: 1250	SUM: 1250	SUM: 1210
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.763	0.808	0.829	0.833	0.807	Level of Service:	C	D	D	D	D	D	D	D	D

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

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Winnetka Avenue
 E-W St: Prairie Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA7
 Counts by: Accuthek

Winnetka Avenue @ Prairie Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				
	Volume	Lanes	No. of Lane	Total Volume	Added Volume	Lane Volume	No. of Lane	Total Volume	Added Volume	Lane Volume	No. of Lane	Total Volume	Added Volume	Lane Volume	No. of Lane	Total Volume	Added Volume	Lane Volume	No. of Lane	Total Volume	
NB Left	153	1	153	9	162	1	162	0	162	1	162	0	162	0	162	0	162	1	162	1	162
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1080	2	450	65	1145	2	477	10	1155	2	511	0	1155	2	509	-100	1055	2	476	2	476
Comb. T-R	1	1	450	1	477	1	477	1	511	1	509	1	509	1	509	0	373	0	0	1	476
NB Right	269	0	0	16	285	0	0	94	379	0	0	-6	373	0	0	0	373	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	56	1	56	3	59	1	59	88	147	1	147	-3	144	1	144	0	144	1	144	1	144
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1959	2	663	118	2077	2	703	-3	2074	2	702	0	2074	2	702	-100	1974	2	669	2	669
Comb. T-R	1	1	663	1	703	1	703	1	702	1	702	1	702	1	702	0	32	0	0	1	669
SB Right	30	0	0	2	32	0	0	0	32	0	0	0	32	0	0	0	32	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	3	1	3	0	3	1	3	0	3	1	3	0	3	1	3	0	3	1	3	1	3
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	31	1	31	2	33	1	33	176	209	1	209	-13	196	1	196	0	196	1	196	1	196
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	79	1	79	5	84	1	84	0	84	1	84	0	84	1	84	0	84	1	84	1	84
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	44	1	44	3	47	1	47	13	60	1	60	2	62	1	62	0	62	1	62	1	62
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	82	0	0	5	87	0	0	24	111	0	0	5	116	0	0	0	116	0	0	0	0
Comb. T-R	1	1	105	1	111	1	111	1	147	1	147	1	153	1	153	0	37	1	153	1	153
WB Right	23	0	0	1	24	0	0	12	36	0	0	1	37	0	0	0	37	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 816	N-S: 865	N-S: 864	N-S: 864	N-S: 864	N-S: 864	N-S: 864	N-S: 864	N-S: 864	N-S: 864	N-S: 864	N-S: 864	N-S: 864	N-S: 864	N-S: 864	N-S: 864	N-S: 864	N-S: 864	N-S: 864	N-S: 864	N-S: 864
	E-W: 108	E-W: 114	E-W: 269	E-W: 269	E-W: 269	E-W: 269	E-W: 269	E-W: 269	E-W: 269	E-W: 269	E-W: 269	E-W: 269	E-W: 269	E-W: 269	E-W: 269	E-W: 269	E-W: 269	E-W: 269	E-W: 269	E-W: 269	E-W: 269
	SUM: 924	SUM: 979	SUM: 1133	SUM: 1133	SUM: 1133	SUM: 1133	SUM: 1133	SUM: 1133	SUM: 1133	SUM: 1133	SUM: 1133	SUM: 1133	SUM: 1133	SUM: 1133	SUM: 1133	SUM: 1133	SUM: 1133	SUM: 1133	SUM: 1133	SUM: 1133	SUM: 1133
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.616	0.653	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755
Level of Service:	B	B	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Prairie Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Winnetka Avenue
 E-W St: Prairie Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA7
 Counts by: Accutek

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]			
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume
NB Left	65	1	65	4	69	1	69	0	69	1	69	1	69	0	69	1	69	1	69	69
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1595	2	565	96	1691	2	599	23	1713	2	609	2	1713	0	1713	2	616	2	1613	582
Comb. T-R	1	565	565	1	599	1	609	1	609	1	609	1	616	0	616	1	616	1	616	582
NB Right	100	0	0	6	106	0	0	7	113	0	0	0	134	0	134	0	0	0	134	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	25	1	25	2	27	1	27	6	33	1	33	1	43	10	43	1	43	1	43	43
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	907	2	310	54	961	2	329	0	961	2	329	2	961	0	961	2	329	2	861	296
Comb. T-R	1	310	310	1	329	1	329	1	329	1	329	1	329	0	329	1	329	1	329	296
SB Right	24	0	0	1	25	0	0	0	25	0	0	0	25	0	25	0	0	0	25	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	39	1	39	2	41	1	41	1	43	1	43	1	43	0	43	1	43	1	43	43
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	43	1	43	3	46	1	46	12	58	1	58	1	105	47	105	1	105	1	105	105
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	166	1	166	10	176	1	176	0	176	1	176	1	176	0	176	1	176	1	176	176
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	240	1	240	14	254	1	254	71	325	1	325	1	337	12	337	1	337	1	337	337
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	73	0	0	4	77	1	175	132	209	0	0	0	236	27	236	0	0	0	236	0
Comb. T-R	1	165	165	1	175	1	175	1	175	1	175	1	175	0	175	1	175	1	175	175
WB Right	92	0	0	6	98	0	0	67	165	0	0	0	171	6	171	0	0	0	171	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 590	E-W: 374	SUM: 964	N-S: 625	E-W: 396	SUM: 1021	N-S: 641	E-W: 467	SUM: 1108	N-S: 641	E-W: 467	SUM: 1108	N-S: 658	E-W: 479	SUM: 1137	N-S: 625	E-W: 479	SUM: 1104		
No. of Phases:	2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.642		0.681		0.739		0.758		0.758		0.758		0.758		0.758		0.758		0.736	
Level of Service:	B		B		B		C		C		C		C		C		C		C	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: Winnetka Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023186-1
 File Name: CMA8
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Nordhoff Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]			
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	1	109	7	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116	1	116
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	-
NB Thru	1	701	79	1389	1	743	36	1425	1	761	-6	1419	1	758	-60	1359	1	728	1	728
Comb. T-R	1	701	701	743	1	743	761	1425	1	761	761	1419	1	758	758	1359	1	728	1	728
NB Right	0	-	6	98	0	-	0	98	0	98	0	98	0	98	0	98	0	98	0	98
Comb. L-T-R	0	-	0	-	0	-	0	98	0	98	0	98	0	98	0	98	0	98	0	98
SB Left	1	36	2	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	1	38
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	-
SB Thru	2	618	74	1309	2	655	4	1313	2	657	2	1315	2	658	-60	1255	2	628	2	628
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	-
SB Right	1	572	34	606	1	606	8	614	1	614	0	614	1	614	-40	574	1	574	1	574
Comb. L-T-R	0	-	0	-	0	-	0	614	0	614	0	614	0	614	-40	574	0	574	0	574
EB Left	1	166	10	176	1	176	63	239	1	239	0	239	1	239	-40	199	1	199	1	199
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	-
EB Thru	2	304	36	643	2	322	23	666	2	333	-7	659	2	330	0	659	2	330	2	330
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	-
EB Right [1]	1	62	4	66	1	66	0	66	1	66	0	66	1	66	0	66	1	66	1	66
Comb. L-T-R	0	-	0	-	0	-	0	66	0	66	0	66	0	66	0	66	0	66	0	66
WB Left	1	90	5	95	1	95	0	95	1	95	0	95	1	95	0	95	1	95	1	95
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	-
WB Thru	2	595	71	1260	2	630	18	1278	2	639	3	1281	2	641	0	1281	2	641	2	641
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	-
WB Right [1]	1	14	1	15	1	15	0	15	1	15	0	15	1	15	0	15	1	15	1	15
Comb. L-T-R	0	-	0	-	0	-	0	15	0	15	0	15	0	15	0	15	0	15	0	15
Crit. Volumes:	N-S:	737		781	N-S:	799		799	N-S:	799		799	N-S:	796		796	N-S:	766		766
	E-W:	761		806	E-W:	878		878	E-W:	880		880	E-W:	880		880	E-W:	840		840
	SUM:	1498		1587	SUM:	1677		1677	SUM:	1677		1677	SUM:	1676		1676	SUM:	1606		1606
No. of Phases:	2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.998		1.058		1.118		1.118		1.118		1.118		1.118		1.118		1.118		1.071	
Level of Service:	E		F		F		F		F		F		F		F		F		F	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

- For dual turn lanes, 55% of volume is assigned to heavier lane.
- For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
- Right turns on red from excl. lanes = 50% of overlapping left turn.
- [1] Eastbound, and westbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg.
- [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Nordhoff Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Winnetka Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA8
 Counts by: Accutek

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume		
NB Left	47	1	47	3	50	1	50	0	50	1	50	0	50	0	50	1	50	0	50		
Comb. L-T	0	-	648	1	686	0	686	15	1280	0	694	21	1301	0	704	0	-60	1,241	0		
NB Thru	1194	1	648	72	1266	1	686	1	694	1	694	1	1301	1	704	1	704	1	674		
Comb. T-R	1	648	1	686	1	686	1	694	1	694	1	1301	1	704	1	704	1	674	1		
NB Right	101	0	-	6	107	0	107	0	107	0	0	0	107	0	107	0	0	107	0		
Comb. L-T-R	0	0	-	0	0	0	0	0	107	0	0	0	107	0	107	0	0	107	0		
SB Left	75	1	75	5	80	1	80	0	80	1	80	0	80	0	80	1	80	0	80		
Comb. L-T	0	-	582	70	1234	2	617	24	1258	0	629	12	1270	0	635	0	-60	1210	0		
SB Thru	1164	2	582	70	1234	2	617	24	1258	2	629	12	1270	2	635	2	-60	1210	2		
Comb. T-R	0	-	265	16	281	0	281	47	328	0	328	0	328	0	328	0	-40	288	0		
SB Right	265	1	265	16	281	1	281	47	328	1	328	0	328	1	328	1	-40	288	1		
Comb. L-T-R	0	0	-	0	0	0	0	0	328	0	0	0	328	0	328	0	-40	288	0		
EB Left	320	1	320	19	339	1	339	7	346	1	346	0	346	1	346	1	-40	306	1		
Comb. L-T	0	-	507	80	1415	2	537	7	1422	2	539	26	1448	0	548	0	0	1448	0		
EB Thru	1335	2	507	80	1415	2	537	7	1422	2	539	26	1448	2	548	2	0	1448	2		
Comb. T-R	1	507	1	537	1	537	1	539	1	539	1	1448	1	548	1	548	0	1448	1		
EB Right	185	0	-	11	196	0	196	0	196	0	196	0	196	0	196	0	0	196	0		
Comb. L-T-R	0	0	-	0	0	0	0	0	196	0	0	0	196	0	196	0	0	196	0		
WB Left	136	1	136	8	144	1	144	0	144	1	144	0	144	1	144	1	0	144	1		
Comb. L-T	0	-	252	40	710	2	267	8	718	0	271	15	733	0	276	0	0	733	0		
WB Thru	670	2	252	40	710	2	267	8	718	2	271	15	733	2	276	2	0	733	2		
Comb. T-R	1	252	1	267	1	267	1	271	1	271	1	733	1	276	1	276	0	733	1		
WB Right	86	0	-	5	91	0	91	3	94	0	94	0	94	0	94	0	0	94	0		
Comb. L-T-R	0	0	-	0	0	0	0	0	94	0	0	0	94	0	94	0	0	94	0		
Crit. Volumes:	N-S:	723	N-S:	766	N-S:	773	N-S:	784	N-S:	784	N-S:	784	N-S:	784	N-S:	784	N-S:	784	N-S:	754	
E-W:	643	E-W:	681	E-W:	684	E-W:	684	E-W:	684	E-W:	684	E-W:	684	E-W:	684	E-W:	684	E-W:	684	E-W:	692
SUM:	1365	SUM:	1447	SUM:	1457	SUM:	1457	SUM:	1457	SUM:	1457	SUM:	1476	SUM:	1476	SUM:	1476	SUM:	1476	SUM:	1446
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.910	0.965	0.965	0.965	0.971	0.971	0.971	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: Winnetka Avenue
 E-W St: Parthenia Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA9
 Counts by: Accufek

CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Parthenia Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 04/10/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	86	1	86	5	91	1	91	1	91	0	91	1	91	0	91	1	91	1	91
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1253	1	658	75	1328	1	697	1	714	35	1363	1	714	-6	1357	1	711	1	684
Comb. T-R	1	658	658	1	697	1	697	1	714	1	714	1	711	1	711	1	711	1	684
NB Right	62	0	-	4	66	0	-	0	66	0	66	0	66	0	66	0	66	0	66
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	97	1	97	6	103	1	103	1	103	0	103	1	103	0	103	1	103	1	103
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1498	1	814	90	1588	1	863	1	865	4	1592	1	865	2	1594	1	866	1	838
Comb. T-R	1	814	814	1	863	1	863	1	865	1	865	1	866	1	866	1	866	1	838
SB Right	130	0	-	8	138	0	-	0	138	0	138	0	138	0	138	0	138	0	138
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	113	1	113	7	120	1	120	1	120	0	120	1	120	0	120	1	120	1	120
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	563	1	310	34	597	1	329	1	329	0	597	1	329	-3	594	1	327	1	327
Comb. T-R	1	310	310	1	329	1	329	1	329	1	329	1	327	1	327	1	327	1	327
EB Right	57	0	-	3	60	0	-	0	60	0	60	0	60	0	60	0	60	0	60
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	113	1	113	7	120	1	120	1	120	0	120	1	120	0	120	1	120	1	120
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	918	1	537	55	973	1	569	1	569	1	974	1	569	1	975	1	570	1	570
Comb. T-R	1	537	537	1	569	1	569	1	569	1	569	1	570	1	570	1	570	1	570
WB Right	155	0	-	9	164	0	-	0	164	0	164	0	164	0	164	0	164	0	164
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 900	E-W: 650	SUM: 1550	N-S: 954	E-W: 688	SUM: 1642	N-S: 956	E-W: 689	SUM: 1645	N-S: 957	E-W: 689	SUM: 1646	N-S: 930	E-W: 689	SUM: 1619				
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1.033	1.095	1.097	1.098	1.098	1.098	1.098	1.098	1.098	1.098	1.098	1.098	1.098	1.098	1.098	1.098	1.098	1.098	1.098
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Winnetka Avenue
 E-W St: Parthenia Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA9
 Counts by: Accutek

Winneta Avenue @ Parthenia Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 04/10/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	85	1	85	5	90	1	90	1	90	0	90	1	90	0	90	1	90	1	90
Comb. L-T	0	-	-	0	0	0	-	0	-	0	0	0	-	0	0	0	-	0	-
NB Thru	1253	1	721	75	1328	1	764	1	770	21	1361	1	780	-55	1306	1	753	1	753
Comb. T-R	1	721	721	1	764	1	770	1	770	1	780	1	780	0	780	1	753	1	753
NB Right	188	0	-	11	199	0	-	0	199	0	199	0	-	0	199	0	-	0	-
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	-	0	-
SB Left	201	1	201	12	213	1	213	1	213	0	213	1	213	0	213	1	213	1	213
Comb. L-T	0	-	-	0	0	0	-	0	-	0	0	0	-	0	0	0	-	0	-
SB Thru	1322	1	733	79	1401	1	776	1	788	12	1437	1	794	-55	1382	1	767	1	767
Comb. T-R	1	733	733	1	776	1	788	1	788	1	794	1	794	0	794	1	767	1	767
SB Right	143	0	-	9	152	0	-	0	152	0	152	0	-	0	152	0	-	0	-
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	-	0	-
EB Left	168	1	168	10	178	1	178	1	179	0	179	1	179	0	179	1	179	1	179
Comb. L-T	0	-	-	0	0	0	-	0	-	0	0	0	-	0	0	0	-	0	-
EB Thru	1053	1	571	63	1116	1	605	1	609	10	1134	1	614	0	1134	1	614	1	614
Comb. T-R	1	571	571	1	605	1	609	1	609	1	614	1	614	0	614	1	614	1	614
EB Right	89	0	-	5	94	0	-	0	94	0	94	0	-	0	94	0	-	0	-
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	-	0	-
WB Left	184	1	184	11	195	1	195	1	195	0	195	1	195	0	195	1	195	1	195
Comb. L-T	0	-	-	0	0	0	-	0	-	0	0	0	-	0	0	0	-	0	-
WB Thru	943	1	533	57	1000	1	565	1	569	6	1012	1	572	0	1012	1	572	1	572
Comb. T-R	1	533	533	1	565	1	569	1	569	1	572	1	572	0	572	1	572	1	572
WB Right	123	0	-	7	130	0	-	1	132	0	132	0	-	0	132	0	-	0	-
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	-	0	-
Crit. Volumes:	N-S: 922	N-S: 977	N-S: 983	E-W: 755	E-W: 800	E-W: 804	N-S: 983	E-W: 804	N-S: 993	E-W: 809	N-S: 966	E-W: 809	N-S: 966	E-W: 809	N-S: 966	E-W: 809	N-S: 966	E-W: 809	N-S: 966
	SUM: 1677	SUM: 1777	SUM: 1787	SUM: 1677	SUM: 1777	SUM: 1787	SUM: 1787	SUM: 1787	SUM: 1803	SUM: 1803	SUM: 1775	SUM: 1775	SUM: 1775	SUM: 1775	SUM: 1775	SUM: 1775	SUM: 1775	SUM: 1775	SUM: 1775
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1.118	1.185	1.191	1.185	1.185	1.191	1.191	1.191	1.202	1.202	1.183	1.183	1.183	1.183	1.183	1.183	1.183	1.183	1.183
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Winnetka Avenue
 E-W St: Roscoe Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA10
 Counts by: Accutek

Winnetka Avenue @ Roscoe Boulevard
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]			
	Volume	Lane	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume
NB Left	125	1	1	125	8	1	1	133	0	133	1	133	0	133	1	133	0	133	1	133
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	972	2	2	1944	58	2	2	116	34	1064	2	532	-4	1060	2	530	-50	1010	2	505
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right [1]	101	1	1	101	6	1	1	107	0	107	1	107	0	107	1	107	0	107	1	107
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	120	1	1	120	7	1	1	127	0	127	1	127	0	127	1	127	0	127	1	127
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1276	1	1	1276	77	1	1	1353	4	1357	1	734	2	1359	1	735	-50	1309	1	710
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	106	0	0	106	6	0	0	112	0	112	0	0	0	112	0	0	0	112	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	169	1	1	169	10	1	1	179	0	179	1	179	0	179	1	179	0	179	1	179
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	801	2	2	1602	48	2	2	850	4	854	2	322	-7	846	2	320	0	846	2	320
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	107	0	0	107	6	0	0	113	0	113	0	0	0	113	0	0	0	113	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	183	1	1	183	11	1	1	194	0	194	1	194	0	194	1	194	0	194	1	194
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	993	2	2	1986	60	2	2	2046	5	2051	2	399	3	1061	2	400	0	1061	2	400
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	131	0	0	131	8	0	0	139	0	139	0	0	0	139	0	0	0	139	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 816	E-W: 544	SUM: 1360	N-S: 865	E-W: 576	SUM: 1441	N-S: 867	E-W: 578	SUM: 1445	N-S: 868	E-W: 579	SUM: 1447	N-S: 843	E-W: 579	SUM: 1422					
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4					
Volume / Capacity:	0.989	1.048	1.051	1.052	1.034															
Level of Service:	E	F	F	F	F															

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

Notes: [1] Functional right-turn only lane
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: Winnetka Avenue
 E-W St: Roscoe Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA10
 Courts by: Accurtek

CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Roscoe Boulevard
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]					
	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume
NB Left	1	141	141	8	149	1	149	1	149	0	149	1	149	0	149	1	149	149
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-
NB Thru	2	494	987	59	1046	2	523	2	1053	7	1069	2	535	-50	1019	2	510	510
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-
NB Right [1]	1	126	126	8	134	1	134	1	134	0	134	1	134	0	134	1	134	134
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-
SB Left	1	183	183	11	194	1	194	1	194	0	194	1	194	0	194	1	194	194
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-
SB Thru	1	572	572	63	1115	1	606	1	1139	24	1148	1	623	-50	1098	1	598	598
Comb. T-R	1	572	572	1	606	1	606	1	618	1	618	1	623	0	618	1	598	598
SB Right	0	-	-	6	98	0	-	0	98	0	98	0	98	0	98	0	98	98
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-
EB Left	1	153	153	9	162	1	162	1	163	1	163	1	163	0	163	1	163	163
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-
EB Thru	2	405	810	68	1202	2	430	15	1217	26	1243	2	443	0	1243	2	443	443
Comb. T-R	1	405	405	1	430	1	430	1	435	1	435	1	443	0	435	1	443	443
EB Right	0	-	-	5	87	0	-	0	87	0	87	0	87	0	87	0	87	87
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-
WB Left	1	135	135	8	143	1	143	1	143	0	143	1	143	0	143	1	143	143
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-
WB Thru	2	325	650	52	914	2	344	13	927	15	942	2	354	0	942	2	354	354
Comb. T-R	1	325	325	1	344	1	344	1	349	1	349	1	354	0	349	1	354	354
WB Right	0	-	-	7	119	0	-	1	120	0	120	0	120	0	120	0	120	120
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-
Crit. Volumes:	N-S:	713	713	N-S:	756	N-S:	768	N-S:	768	N-S:	772	N-S:	772	N-S:	747	N-S:	747	747
	E-W:	540	540	E-W:	573	E-W:	578	E-W:	578	E-W:	586	E-W:	586	E-W:	586	E-W:	586	586
	SUM:	1253	1253	SUM:	1329	SUM:	1346	SUM:	1346	SUM:	1359	SUM:	1359	SUM:	1334	SUM:	1334	1334
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	0.912	0.966	0.979	0.966	0.979	0.966	0.979	0.966	0.979	0.966	0.979	0.966	0.979	0.966	0.979	0.966	0.979	0.970
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

Right turns on red from excl. lanes = 70% of volume is assigned to exclusive lane.

[1] Functional right-turn only lane 50% of overlapping left turn.

Notes: [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Winnetka Avenue
 E-W St: Victory Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA11
 Counts by: Accutek

Winnetka Avenue @ Victory Boulevard
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/19/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	66	1	66	1	70	0	70	0	70	1	70	0	70	1	70	70
Comb. L-T	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	0
NB Thru	777	1	466	1	494	0	823	1	494	1	494	-3	820	1	492	800
Comb. T-R	1	466	466	1	494	1	494	1	494	1	492	0	492	1	482	482
NB Right	155	0	155	0	164	0	164	0	164	0	0	0	164	0	164	164
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	109	1	109	1	116	0	116	0	116	1	116	0	116	1	116	116
Comb. L-T	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	0
SB Thru	1266	2	633	2	671	0	1341	2	671	2	671	1	1342	2	671	1322
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
SB Right	215	1	215	1	228	0	228	1	228	1	228	0	228	1	228	228
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	63	1	63	1	66	0	66	0	66	1	66	0	66	1	66	66
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1298	2	499	2	529	0	1376	2	529	2	529	0	1376	2	529	1376
Comb. T-R	1	499	499	1	529	1	529	1	529	1	529	1	529	1	529	529
EB Right	198	0	198	0	210	0	210	0	210	0	0	0	210	0	210	210
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	167	1	167	1	177	0	177	1	177	1	177	0	177	1	177	177
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1437	2	501	2	531	0	1523	2	531	2	531	0	1523	2	531	1523
Comb. T-R	1	501	501	1	531	1	531	1	531	1	531	0	531	1	531	531
WB Right	65	0	65	0	69	0	69	0	69	0	0	0	69	0	69	69
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	698	N-S:	740	N-S:	740	N-S:	740	N-S:	740	N-S:	741	N-S:	731	N-S:	731
	E-W:	665	E-W:	705	E-W:	705	E-W:	705	E-W:	705	E-W:	705	E-W:	705	E-W:	705
	SUM:	1364	SUM:	1445	SUM:	1445	SUM:	1445	SUM:	1446	SUM:	1446	SUM:	1436	SUM:	1436
No. of Phases:	3			3			3			3			3			
Volume / Capacity:	0.887			0.914			0.914			0.915			0.908			
Level of Service:	D			E			E			E			E			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.07 reduction due to the installation of ATCS.
 ** V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATCS to ATCS.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: Winnetka Avenue
 E-W St: Victory Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA11
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Victory Boulevard
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/19/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	1	136	8	145	1	145	0	145	1	145	0	145	0	145	1	145
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1	700	73	742	1	742	0	1282	1	742	10	1292	-20	1272	1	737
Comb. T-R	1	700	1	742	1	742	0	203	1	747	0	203	0	203	1	737
NB Right	0	-	12	203	0	-	0	203	0	-	0	203	0	203	0	-
Comb. L-T-R	0	-	0	-	0	-	0	203	0	-	0	203	0	203	0	-
SB Left	1	105	6	111	1	111	0	111	1	111	0	111	0	111	1	111
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2	398	48	422	2	422	0	844	2	422	6	850	-20	830	2	415
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Right	1	109	7	116	1	116	0	116	1	116	0	116	0	116	1	116
Comb. L-T-R	0	-	0	-	0	-	0	116	0	-	0	116	0	116	0	-
EB Left	1	236	14	251	1	251	0	251	1	251	0	251	0	251	1	251
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	2	648	105	687	2	687	0	1847	2	687	0	1847	0	1847	2	687
Comb. T-R	1	648	1	687	1	687	0	215	1	687	0	215	0	215	1	687
EB Right	0	-	12	215	0	-	0	215	0	-	0	215	0	215	0	-
Comb. L-T-R	0	-	0	-	0	-	0	215	0	-	0	215	0	215	0	-
WB Left	1	153	9	162	1	162	0	162	1	162	0	162	0	162	1	162
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	2	514	85	545	2	545	0	1504	2	545	0	1504	0	1504	2	545
Comb. T-R	1	514	1	545	1	545	0	131	1	545	0	131	0	131	1	545
WB Right	0	-	7	131	0	-	0	131	0	-	0	131	0	131	0	-
Comb. L-T-R	0	-	0	-	0	-	0	131	0	-	0	131	0	131	0	-
Crit. Volumes:	N-S:	805	N-S:	854	N-S:	854	N-S:	854	N-S:	854	N-S:	859	N-S:	849	N-S:	849
	E-W:	801	E-W:	849	E-W:	849	E-W:	849	E-W:	849	E-W:	849	E-W:	849	E-W:	849
	SUM:	1606	SUM:	1703	SUM:	1703	SUM:	1703	SUM:	1703	SUM:	1708	SUM:	1698	SUM:	1698
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	* 1.057	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.098	** 1.098	** 1.098	** 1.098	** 1.098	** 1.091	** 1.091	** 1.091	** 1.091
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes:
 * V/C ratio includes a 0.07 reduction due to the installation of ATCSAC.
 ** V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATCSAC to ATCS.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: Corbin Avenue
 E-W St: Rinaldi Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA12
 Counts by: Accufek

CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Rinaldi Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS [1]			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	66	1	66	4	70	81	151	2	83	0	151	2	83	2	83	83
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	-	0	0	-
NB Thru	37	2	39	2	20	24	63	1	63	3	66	1	66	1	66	16
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
NB Right	86	1	86	5	91	14	105	0	105	0	105	0	105	0	105	105
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
SB Left	113	1	113	7	120	79	198	2	109	0	198	2	109	2	109	109
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
SB Thru	80	1	80	5	85	27	111	1	70	-7	104	1	67	1	67	42
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
SB Right	28	0	28	2	30	0	30	0	30	0	30	0	30	0	30	42
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
EB Left	37	1	37	2	39	0	39	1	39	0	39	1	39	1	39	39
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
EB Thru	203	2	205	12	217	108	341	2	170	0	341	2	170	2	170	170
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
EB Right	388	1	388	23	411	34	445	1	445	0	445	1	445	1	445	445
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
WB Left	432	1	432	26	458	113	571	1	571	0	571	1	571	1	571	571
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
WB Thru	348	1	348	21	369	234	603	1	348	0	603	1	348	1	348	348
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
WB Right	67	0	67	4	71	23	94	0	94	0	94	0	94	0	94	94
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 132	E-W: 787	SUM: 919	N-S: 139	E-W: 834	SUM: 974	N-S: 214	E-W: 975	SUM: 1189	N-S: 214	E-W: 975	SUM: 1189	N-S: 214	E-W: 975	SUM: 1189	
No. of Phases:	2			2			2			2			2			
Volume / Capacity:	0.612			0.549			0.693			0.693			0.693			
Level of Service:	B			A			B			B			B			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATCS.
 [1] Porter Ranch mitigation includes re-striping the northbound and southbound approaches to provide 2 left-turn lanes, 1 through lane, and 1 shared through/right-turn lane.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Corbin Avenue
 E-W St: Rinaldi Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA12
 Counts by: Accutek

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Corbin Avenue @ Rinaldi Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [1]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]			
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume		
NB Left	1	220	13	233	1	233	203	436	2	240	0	436	2	240	0	436	2	240		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
NB Thru	2	68	8	143	2	72	99	242	1	242	15	257	1	257	-50	207	1	207		
Comb. T-R	0	-	0	-	0	-	0	-	1	340	0	340	1	340	0	340	1	340		
NB Right	1	315	19	334	1	334	6	340	0	-	0	340	0	-	0	340	0	-		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
SB Left	1	101	6	107	1	107	135	242	2	133	0	242	2	133	0	242	2	133		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
SB Thru	1	54	4	65	1	57	68	132	1	91	26	158	1	104	-50	108	1	79		
Comb. T-R	1	54	0	54	1	57	0	57	1	91	0	91	1	104	0	104	1	79		
SB Right	0	-	3	49	0	-	1	49	0	-	0	49	0	-	0	49	0	-		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
EB Left	1	67	4	71	1	71	1	72	1	72	0	72	1	72	0	72	1	72		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
EB Thru	2	340	41	720	2	360	296	1015	2	508	0	1015	2	508	0	1015	2	508		
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
EB Right	1	124	7	131	1	131	103	234	1	234	0	234	1	234	0	234	1	234		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
WB Left	1	167	10	177	1	177	21	198	1	198	0	198	1	198	0	198	1	198		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
WB Thru	1	334	35	616	1	354	253	869	1	536	0	869	1	536	0	869	1	536		
Comb. T-R	1	334	0	334	1	354	0	354	1	536	0	536	1	536	0	536	1	536		
WB Right	0	-	5	92	0	-	112	204	0	-	0	204	0	-	0	204	0	-		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
Crit. Volumes:	N-S:	333			N-S:	352			N-S:	473			N-S:	473			N-S:	473		
	E-W:	507			E-W:	537			E-W:	705			E-W:	705			E-W:	705		
	SUM:	839			SUM:	889			SUM:	1178			SUM:	1178			SUM:	1178		
No. of Phases:	2				2				2				2				2			
Volume / Capacity:	0.559				* 0.493				* 0.686				* 0.686				* 0.686			
Level of Service:	A				A				B				B				B			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATCS.

Notes: [1] Porter Ranch mitigation includes re-striping the northbound and southbound approaches to provide 2 left-turn lanes, 1 through lane, and 1 shared through/right-turn lane.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: Corbin Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA13
 Courts by: Acutek

CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Devonshire Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS [2]			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [3]						
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	77	1	77	5	82	1	82	1	80	1	81	1	81	0	81	1	81	1	81
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	215	1	148	13	228	1	157	1	192	1	298	1	194	-90	208	1	149	1	149
Comb. T-R	1	148	1	148	1	157	1	192	1	192	1	194	1	194	1	149	1	149	1
NB Right [1]	270	1	189	16	286	1	200	1	209	1	299	1	209	0	299	1	209	1	209
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	26	1	26	2	28	1	28	1	27	1	27	1	27	0	27	1	27	1	27
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1056	1	596	63	1119	1	632	2	496	2	1324	2	493	-90	1234	2	463	2	463
Comb. T-R	1	596	1	596	1	632	1	496	1	496	1	493	1	493	1	463	1	463	1
SB Right	136	0	0	8	144	0	0	0	0	0	155	0	0	0	155	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	45	1	45	3	48	1	48	1	61	1	61	1	61	0	61	1	61	1	61
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1013	2	507	61	1074	2	537	2	551	2	1103	2	551	0	1103	2	551	2	551
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	120	1	120	7	127	1	127	1	127	1	124	1	124	0	124	1	124	1	124
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	570	2	314	34	604	2	332	10	614	2	611	2	336	0	611	2	336	2	336
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1552	1	780	93	1645	1	827	10	1655	1	1655	1	830	0	1655	1	830	1	830
Comb. T-R	1	780	1	780	1	827	1	830	1	830	1	830	1	830	1	830	1	830	1
WB Right	8	0	0	0	8	0	0	-5	4	0	4	0	0	0	4	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 673	N-S: 713	N-S: 576	N-S: 576	N-S: 576	N-S: 576	N-S: 576	N-S: 576	N-S: 576	N-S: 576	N-S: 576	N-S: 576	N-S: 576	N-S: 576	N-S: 576	N-S: 576	N-S: 576	N-S: 576	N-S: 576
	E-W: 825	E-W: 875	E-W: 890	E-W: 890	E-W: 890	E-W: 890	E-W: 890	E-W: 890	E-W: 890	E-W: 890	E-W: 890	E-W: 890	E-W: 890	E-W: 890	E-W: 890	E-W: 890	E-W: 890	E-W: 890	E-W: 890
	SUM: 1498	SUM: 1588	SUM: 1467	SUM: 1467	SUM: 1467	SUM: 1467	SUM: 1467	SUM: 1467	SUM: 1467	SUM: 1467	SUM: 1467	SUM: 1467	SUM: 1467	SUM: 1467	SUM: 1467	SUM: 1467	SUM: 1467	SUM: 1467	SUM: 1467
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	1.051	1.014	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929	0.929
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

* V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATS.

1 Northbound right-turn overlapping phase with westbound left-turn phase.

2 Porter Ranch mitigation includes resurfacing to provide 1left-turn, 2 through, and 1 shared through-right turn lane in the southbound direction.

[3] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue Crossing

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Devonshire Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Corbin Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA13
 Counts by: Accutek

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [2]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [3]			
	Volume	Lanes	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume
NB Left	108	1	108	6	114	1	114	-6	109	1	109	6	115	1	115	0	115	1	115	
Comb. L-T	0	0	0	41	456	1	456	212	930	1	553	24	954	1	566	-90	864	1	521	
NB Thru	678	1	430	41	456	1	456	212	930	1	553	24	954	1	566	-90	864	1	521	
Comb. T-R	1	1	430	37	452	1	452	-59	586	1	410	6	592	1	415	0	592	1	415	
NB Right [1]	609	1	426	37	452	1	452	-59	586	1	410	6	592	1	415	0	592	1	415	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	29	1	29	2	31	1	31	-4	27	1	27	0	27	1	27	0	27	1	27	
Comb. L-T	0	0	0	22	236	1	236	150	537	2	212	42	579	2	226	-90	489	2	196	
SB Thru	365	1	223	22	236	1	236	150	537	2	212	42	579	2	226	-90	489	2	196	
Comb. T-R	1	1	223	5	85	0	85	14	98	0	98	0	98	0	98	0	98	0	98	
SB Right	80	0	0	5	85	0	85	14	98	0	98	0	98	0	98	0	98	0	98	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	134	1	134	8	142	1	142	35	177	1	177	0	177	1	177	0	177	1	177	
Comb. L-T	0	0	0	84	1488	2	1488	9	1497	2	749	0	1497	2	749	0	1497	2	749	
EB Thru	1404	2	702	84	1488	2	1488	9	1497	2	749	0	1497	2	749	0	1497	2	749	
Comb. T-R	0	0	0	6	109	1	109	-10	99	1	99	10	109	1	109	0	109	1	109	
EB Right	103	1	103	6	109	1	109	-10	99	1	99	10	109	1	109	0	109	1	109	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	330	2	182	20	350	2	350	-6	344	2	189	10	354	2	195	0	354	2	195	
Comb. L-T	0	0	0	56	994	1	994	-6	988	1	502	0	988	1	502	0	988	1	502	
WB Thru	938	1	474	56	994	1	994	-6	988	1	502	0	988	1	502	0	988	1	502	
Comb. T-R	1	1	474	1	502	1	502	6	16	0	16	0	16	0	16	0	16	0	16	
WB Right	10	0	0	1	11	0	11	6	16	0	16	0	16	0	16	0	16	0	16	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 459	E-W: 884	SUM: 1343	N-S: 487	E-W: 937	SUM: 1423	N-S: 580	E-W: 938	SUM: 1518	N-S: 593	E-W: 943	SUM: 1536	N-S: 548	E-W: 943	SUM: 1491					
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3					
Volume / Capacity:	0.942	0.899	0.965	0.978	0.947															
Level of Service:	E	D	E	E	E															

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.
 1 Northbound right-turn overlapping phase with westbound left-turn phase.
 2 Porter Ranch mitigation includes restriping to provide 1 left-turn, 2 through, and 1 shared through-right turn lane in the southbound direction.

Notes:
 [3 Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue Crossing

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Lassen Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Court: 2002
 Projection Year: 2005

N-S St: Corbin Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA14
 Counts by: Accutek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume
NB Left	1	117	7	1	124	0	124	1	124	0	124	0	124	1	124	124
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
NB Thru	2	239	29	2	253	74	579	2	290	7	586	2	293	2	476	238
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
NB Right	1	61	4	1	65	0	65	1	65	1	66	1	66	1	66	66
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	1	35	2	1	37	13	50	1	50	0	50	0	50	1	50	50
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1	1566	94	1	1660	180	1840	1	975	-18	1822	1	966	1	1712	911
Comb. T-R	1	832	6	1	881	7	110	0	975	0	110	0	966	1	110	911
SB Right	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	1	54	3	1	57	1	58	1	58	0	58	0	58	1	58	58
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1	987	59	1	1046	0	1046	1	583	0	1046	1	583	1	1046	583
Comb. T-R	1	550	7	1	583	0	120	1	583	0	120	0	583	1	120	583
EB Right	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	1	200	12	1	212	0	212	1	212	-3	209	1	209	1	209	209
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1	1149	69	1	1218	0	1218	1	626	0	1218	1	626	1	1218	626
Comb. T-R	1	590	2	1	625	1	34	0	626	0	34	0	626	1	34	626
WB Right	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	949	N-S:	1005	N-S:	1099	N-S:	1099	N-S:	1090	N-S:	1035	N-S:	1035	E-W:	792
	E-W:	750	E-W:	795	E-W:	795	E-W:	795	E-W:	792	E-W:	792	E-W:	792	SUM:	1827
	SUM:	1699	SUM:	1800	SUM:	1894	SUM:	1894	SUM:	1882	SUM:	1882	SUM:	1882		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1.132	1.200	1.263	1.263	1.263	1.263	1.263	1.263	1.255	1.255	1.255	1.255	1.255	F	F	F
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Corbin Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA14
 Counts by: Accutek

Corbin Avenue @ Lassen Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	
NB Left	1	153	1	9	162	1	162	1	162	0	162	1	162	0	162	1	162	
Comb. L-T	0	-	0	-	-	0	-	0	-	-	-	0	-	-	-	0	-	
NB Thru	2	687	2	82	1456	2	728	2	787	39	1612	2	806	-110	1502	2	751	
Comb. T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Right	1	240	1	14	254	1	254	1	254	0	254	1	260	0	260	1	260	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Left	1	24	1	1	25	1	25	1	28	3	28	1	28	0	28	1	28	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	1	353	1	39	685	1	374	1	438	126	810	1	472	-110	767	1	417	
Comb. T-R	1	353	1	374	685	1	374	1	438	126	810	1	472	-110	767	1	417	
SB Right	0	-	0	4	64	0	-	0	-	3	66	0	66	0	66	0	66	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Left	1	67	1	4	71	1	71	1	74	3	74	1	74	0	74	1	74	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	1	590	1	65	1150	1	625	1	625	0	1150	1	625	0	1150	1	625	
Comb. T-R	1	590	1	625	1150	1	625	1	625	0	1150	1	625	0	1150	1	625	
EB Right	0	-	0	6	101	0	-	0	-	0	101	0	101	0	101	0	101	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	101	0	101	0	101	0	101	
WB Left	1	119	1	7	126	1	126	1	126	0	126	1	136	0	136	1	136	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	1	294	1	33	585	1	311	1	312	0	585	1	312	0	585	1	312	
Comb. T-R	1	294	1	311	585	1	311	1	312	0	585	1	312	0	585	1	312	
WB Right	0	-	0	2	37	0	-	0	-	3	40	0	40	0	40	0	40	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	40	0	40	0	40	0	40	
Crit. Volumes:	N-S:	711	N-S:	754	N-S:	754	N-S:	815	N-S:	834	N-S:	834	N-S:	834	N-S:	779	N-S:	779
	E-W:	709	E-W:	752	E-W:	752	E-W:	752	E-W:	762	E-W:	762	E-W:	762	E-W:	762	E-W:	762
	SUM:	1420	SUM:	1505	SUM:	1505	SUM:	1566	SUM:	1566	SUM:	1566	SUM:	1566	SUM:	1541	SUM:	1541
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.947	1.003	1.003	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Corbin Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA15
 Counts by: Accuthek

Corbin Avenue @ Plummer Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Lane Volume	Total	No. of Lanes	Volume	Lane Volume	Total	Added Volume	Lane Volume	No. of Lanes	Volume	Added Volume	Lane Volume	No. of Lanes	Volume	Added Volume	Lane Volume	No. of Lanes	Volume		
NB Left	1	137	1	145	1	145	1	145	0	145	1	145	1	146	1	146	-25	121	1	121		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
NB Thru	1	334	1	354	1	354	1	354	71	676	1	389	8	684	1	394	-125	559	2	279		
Comb. T-R	1	334	1	354	1	354	1	354	0	354	1	389	0	389	1	394	0	394	0	394		
NB Right	0	-	0	-	0	-	0	-	0	-	0	-	3	105	0	105	0	105	1	105		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	0	0	105	1	105		
SB Left	1	96	1	102	1	102	1	102	5	107	1	107	0	107	1	107	0	107	1	107		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
SB Thru	1	1386	1	805	1	853	1	1469	190	1659	1	950	-22	1637	1	939	-125	1512	1	877		
Comb. T-R	1	805	1	853	1	853	1	853	0	853	1	950	0	939	1	939	0	877	1	877		
SB Right	0	-	0	-	0	-	0	-	5	241	0	0	0	241	0	241	0	241	0	241		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	241	0	241		
EB Left	1	27	1	29	1	29	1	29	1	30	1	30	0	30	1	30	0	30	1	30		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
EB Thru	1	393	1	259	1	275	1	417	0	417	1	275	-3	414	1	273	0	414	1	260		
Comb. T-R	1	259	1	275	1	275	1	275	0	275	1	275	0	273	1	273	0	260	1	260		
EB Right	0	-	0	-	0	-	0	-	0	133	0	0	-1	132	0	132	-25	107	0	107		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	107	0	107		
WB Left	1	289	1	306	1	306	1	306	2	308	1	308	-7	301	1	301	0	301	1	301		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
WB Thru	1	908	1	462	1	489	1	962	0	962	1	490	1	963	1	490	0	963	1	490		
Comb. T-R	1	462	1	489	1	489	1	489	0	489	1	490	0	490	1	490	0	490	1	490		
WB Right	0	-	0	-	0	-	0	-	1	17	0	0	0	17	0	17	0	17	0	17		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	17	0	17		
Crit. Volumes:	N-S:	942	N-S:	998	N-S:	1095	N-S:	1085	N-S:	1085	N-S:	1085	N-S:	998	N-S:	998	E-W:	574	E-W:	561	E-W:	561
	E-W:	548	E-W:	581	E-W:	583	E-W:	574	E-W:	583	E-W:	574	E-W:	561	E-W:	561	SUM:	1659	SUM:	1559	SUM:	1559
	SUM:	1490	SUM:	1579	SUM:	1678	SUM:	1659	SUM:	1678	SUM:	1659	SUM:	1559	SUM:	1559						
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2						
Volume / Capacity:	0.993	1.053	1.119	1.106	1.119	1.106	1.106	1.106	1.106	1.106	1.106	1.106	1.106	1.106	1.106							
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F							

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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 Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Corbin Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA15
 Courts by: Accutek

Corbin Avenue @ Plummer Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	
NB Left	1	121	1	128	0	128	1	128	1	131	1	131	1	-25	106	1	106	
Comb. L-T	0	-	0	-	889	124	1624	0	951	1	983	0	983	-125	1547	2	773	
NB Thru	1	839	1	889	1	889	1	889	1	983	1	983	0	0	294	1	294	
Comb. T-R	1	839	1	889	0	279	0	0	15	294	0	0	0	0	294	1	294	
NB Right	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	1	111	1	118	3	120	1	120	0	120	1	120	0	0	120	1	120	
Comb. L-T	0	-	0	-	376	115	813	1	434	83	896	1	476	-125	771	1	413	
SB Thru	1	355	1	376	1	376	1	376	1	476	1	476	0	0	56	1	413	
Comb. T-R	1	355	1	376	3	56	0	0	0	56	0	0	0	0	56	0	0	
SB Right	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	1	268	1	284	3	287	1	287	0	287	1	287	0	0	287	1	287	
Comb. L-T	0	-	0	-	591	0	1030	1	591	10	1040	1	599	0	1040	1	586	
EB Thru	1	558	1	591	1	591	1	591	1	599	1	599	1	599	1	586	1	586
Comb. T-R	1	558	1	591	0	153	0	0	5	158	0	0	0	-25	133	0	0	
EB Right	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	1	99	1	105	9	114	1	114	26	140	1	140	0	0	140	1	140	
Comb. L-T	0	-	0	-	269	0	435	1	270	6	441	1	273	0	441	1	273	
WB Thru	1	254	1	269	1	269	1	270	1	273	1	273	1	273	1	273	1	273
Comb. T-R	1	254	1	269	3	105	0	0	0	105	0	0	0	0	105	0	0	
WB Right	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	950	N-S:	1007	N-S:	1072	N-S:	1103	N-S:	894	N-S:	894	E-W:	739	E-W:	726	E-W:	1620
	E-W:	657	E-W:	696	E-W:	705	E-W:	739	E-W:	739	E-W:	726	SUM:	1842	SUM:	1620	SUM:	1620
	SUM:	1607	SUM:	1703	SUM:	1777	SUM:	1842	SUM:	1842	SUM:	1620						
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1.071	1.136	1.185	1.228	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080	1.080
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Corbin Avenue
 E-W St: Prairie Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA16
 Courts by: Acoutek

Corbin Avenue @ Prairie Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]			
	No. of Lanes	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total
NB Left	1	182	1	193	1	193	1	193	0	193	1	193	6	199	1	199	0	199	1	199
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1	574	1	608	1	608	1	639	63	1214	1	639	6	1220	1	642	-150	1070	2	378
Comb. T-R	1	574	1	608	1	608	1	639	0	639	1	642	0	642	1	642	0	642	1	378
NB Right	0	-	0	65	0	65	0	65	0	65	0	65	0	65	0	65	0	65	0	65
Comb. L-T-R	0	-	0	65	0	65	0	65	0	65	0	65	0	65	0	65	0	65	0	65
SB Left	1	40	1	42	2	42	1	47	5	47	1	47	-14	33	1	33	0	33	1	33
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1	670	1	710	74	1299	1	805	150	1449	1	805	-8	1441	1	801	-150	1291	1	726
Comb. T-R	1	670	1	710	74	1299	1	805	150	1449	1	805	-8	1441	1	801	-150	1291	1	726
SB Right	0	-	0	121	7	121	0	121	41	161	0	161	0	161	0	161	0	161	0	161
Comb. L-T-R	0	-	0	121	7	121	0	121	41	161	0	161	0	161	0	161	0	161	0	161
EB Left	1	13	1	14	1	14	1	14	6	20	1	20	0	20	1	20	0	20	1	20
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1	15	1	16	1	16	1	16	0	16	1	16	-8	8	0	8	0	8	0	8
Comb. T-R	1	15	1	16	1	16	1	16	0	16	1	16	-8	8	0	8	0	8	0	8
EB Right	0	-	0	30	2	30	0	30	0	30	0	30	-7	23	0	23	0	23	0	23
Comb. L-T-R	0	-	0	30	2	30	0	30	0	30	0	30	-7	23	0	23	0	23	0	23
WB Left	1	18	1	19	1	19	1	19	0	19	1	19	0	19	1	19	0	19	1	19
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	0	-	0	68	4	68	0	68	0	68	0	68	6	74	0	74	0	74	0	74
Comb. T-R	1	82	1	87	1	87	1	88	0	88	1	88	0	88	1	105	0	105	1	105
WB Right	0	-	0	19	1	19	0	19	1	20	0	20	11	31	0	31	0	31	0	31
Comb. L-T-R	0	-	0	19	1	19	0	19	1	20	0	20	11	31	0	31	0	31	0	31
Crit. Volumes:	N-S:	852	N-S:	903	N-S:	998	N-S:	998	N-S:	998	N-S:	1000	N-S:	1000	N-S:	925	N-S:	925	N-S:	925
	E-W:	95	E-W:	101	E-W:	108	E-W:	108	E-W:	108	E-W:	125	E-W:	125	E-W:	125	E-W:	125	E-W:	125
	SUM:	947	SUM:	1003	SUM:	1106	SUM:	1106	SUM:	1106	SUM:	1125	SUM:	1125	SUM:	1050	SUM:	1050	SUM:	1050
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.631	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669	0.669
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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 Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Corbin Avenue
 E-W St: Prairie Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA16
 Counts by: Accutek

Corbin Avenue @ Prairie Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total		
NB Left	45	1	45	3	48	1	48	0	48	1	48	31	79	1	79	0	79	1	79	0	79	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1530	1	784	92	1622	1	831	100	1722	1	881	36	1758	1	899	-150	1608	2	549	0	549	
Comb. T-R	1	784	1	831	1	831	1	881	1	881	1	899	0	899	1	899	0	899	1	899	0	899
NB Right	38	0	38	2	40	0	40	0	40	0	40	0	40	0	40	0	40	0	40	0	40	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	34	1	34	2	36	1	36	1	37	1	37	92	129	1	129	0	129	1	129	0	129	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1096	1	571	66	1162	1	605	108	1269	1	661	52	1321	1	687	-150	1171	1	612	0	612	
Comb. T-R	1	571	1	605	1	605	1	661	1	661	1	687	0	687	1	687	0	687	1	687	0	687
SB Right	45	0	45	3	48	0	48	4	52	0	48	0	52	0	48	0	52	0	48	0	48	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	224	1	224	13	237	1	237	31	268	1	268	0	268	1	268	0	268	1	268	0	268	
Comb. L-T	0	-	0	8	144	0	144	0	144	0	144	52	196	0	196	0	196	0	196	0	196	
EB Thru	136	0	136	0	136	0	136	0	136	0	136	0	136	0	136	0	136	0	136	0	136	
Comb. T-R	1	274	1	290	1	290	1	290	1	290	1	388	0	388	1	388	0	388	1	388	0	388
EB Right	138	0	138	8	146	0	146	0	146	0	146	46	192	0	192	0	192	0	192	0	192	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	83	1	83	5	88	1	88	0	88	1	88	0	88	1	88	0	88	1	88	0	88	
Comb. L-T	0	-	0	4	64	0	64	0	64	0	64	36	100	0	100	0	100	0	100	0	100	
WB Thru	60	0	60	0	60	0	60	0	60	0	60	0	60	0	60	0	60	0	60	0	60	
Comb. T-R	1	113	1	120	1	120	1	122	1	122	1	221	0	221	1	221	0	221	1	221		
WB Right	53	0	53	3	56	0	56	3	59	0	56	63	122	0	122	0	122	0	122	0	122	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 818	E-W: 357	SUM: 1175	N-S: 867	E-W: 378	SUM: 1246	N-S: 918	E-W: 390	SUM: 1309	N-S: 918	E-W: 390	SUM: 1309	N-S: 1028	E-W: 489	SUM: 1518	N-S: 1028	E-W: 489	SUM: 1518	N-S: 690	E-W: 489	SUM: 1180	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.783	0.830	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	F	F	F	F	F	F	C	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: Corbin Avenue
 E-W St: Nordhoff Place/Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA17
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Nordhoff Place/Nordhoff Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	80	1	80	5	85	1	85	0	85	1	85	0	85	1	85	1	85
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	0	0	-
NB Thru	957	2	479	57	1015	2	535	-10	1060	2	530	-160	900	2	305	2	305
Comb. T-R	0	-	0	0	-	0	0	-	0	0	-	0	-	0	0	0	-
NB Right	29	1	29	2	31	1	31	0	31	1	14	0	14	0	0	1	305
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
SB Left	53	1	53	3	56	1	56	5	61	1	61	0	61	1	61	1	61
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	0	0	-
SB Thru	1249	2	430	75	1324	2	456	138	1462	2	502	8	1470	2	452	2	452
Comb. T-R	1	430	430	1	456	1	502	0	502	1	505	0	505	1	452	1	452
SB Right	41	0	41	2	44	0	44	1	45	0	45	0	45	0	45	0	45
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	7	1	7	0	7	1	7	1	9	1	9	0	9	1	9	1	9
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	0	0	-
EB Thru	5	1	5	0	5	1	5	31	36	1	36	-1	35	0	35	1	35
Comb. T-R	1	40	40	1	43	1	43	0	43	1	43	0	43	1	43	1	43
EB Right	40	0	40	2	43	0	43	0	43	0	43	0	43	0	43	0	43
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	58	1	58	3	61	1	61	0	61	1	61	13	74	1	74	1	74
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	0	0	-
WB Thru	100	1	100	6	106	1	106	232	338	1	338	1	339	1	339	1	339
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	153	1	153	9	162	1	162	1	163	1	163	0	163	1	163	1	163
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 531	E-W: 133	SUM: 665	N-S: 563	E-W: 141	SUM: 704	N-S: 596	E-W: 347	SUM: 942	N-S: 591	E-W: 348	SUM: 938	N-S: 536	E-W: 348	SUM: 884		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.443	0.470	0.470	0.470	0.628	0.628	0.628	0.628	0.628	0.628	0.628	0.628	0.628	0.628	0.628	0.628	0.589
Level of Service:	A	A	A	A	B	B	B	B	B	B	B	B	B	B	B	B	A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Nordhoff Place/Nordhoff Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Corbin Avenue
 E-W St: Nordhoff Place/Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA17
 Counts by: Accufek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	1	46	3	49	1	49	0	49	1	49	0	49	1	49	0	49
Comb. L-T	0	-	126	2227	2	1113	88	2314	2	1157	65	2379	2	1190	-160	2219
NB Thru	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	-	6	97	1	97	0	97	1	97	111	208	1	208	0	208
NB Right	1	92	10	170	1	170	0	170	0	170	0	170	0	170	0	170
Comb. L-T-R-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	1	74	4	78	1	78	3	81	1	81	0	81	1	81	0	81
Comb. L-T	0	-	76	1338	2	457	98	1436	2	480	45	1481	2	505	-160	1321
SB Thru	2	431	10	179	1	179	0	179	1	179	0	179	1	179	0	179
Comb. T-R	1	431	2	33	0	0	3	36	0	0	0	36	0	0	0	36
SB Right	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	1	63	4	66	1	66	3	69	1	69	0	69	1	69	0	69
Comb. L-T	0	-	6	107	1	107	174	281	0	230	7	288	1	233	0	288
EB Thru	1	101	10	179	1	179	0	179	1	179	0	179	1	179	0	179
Comb. T-R	1	169	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	1	183	11	194	1	194	0	194	1	194	76	270	1	270	0	270
Comb. L-T	0	-	5	90	1	90	16	106	1	106	4	110	1	110	0	110
WB Thru	1	85	10	170	1	170	0	170	1	170	0	170	1	170	0	170
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	1	161	10	170	1	170	3	173	1	173	0	173	1	173	0	173
Comb. L-T-R-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	1124	1192	N-S:	1192	1238	N-S:	1238	N-S:	1238	1270	N-S:	1270	N-S:	890	890
	E-W:	373	373	E-W:	373	424	E-W:	424	E-W:	424	503	E-W:	503	E-W:	503	503
	SUM:	1476	1564	SUM:	1564	1662	SUM:	1662	SUM:	1662	1774	SUM:	1774	SUM:	1393	1393
No. of Phases:	2		2		2		2		2		2		2		2	
Volume / Capacity:	0.984		1.043		1.108		1.108		1.108		1.182		1.182		0.929	
Level of Service:	E		F		F		F		F		F		E		E	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Nordhoff Street/Nordhoff Way
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Corbin Avenue
 E-W St: Nordhoff Street/Nordhoff Way
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA18
 Courts by: Accutek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	176	1	176	11	187	1	187	1	187	0	187	1	187	0	187	1	187	1	187
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1279	2	464	77	1356	2	492	2	508	48	1403	2	508	-31	1372	2	497	2	447
Comb. T-R	1	464	1	492	1	492	1	508	1	508	1	497	1	497	1	447	1	447	1
NB Right	113	0	-	7	120	0	-	0	120	0	120	0	-	0	120	0	-	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	30	1	30	2	32	1	32	1	34	3	34	1	34	0	34	1	34	1	34
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	988	2	494	59	1047	2	524	2	581	12	1174	2	587	-150	1024	2	512	2	512
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [1]	240	1	240	14	254	1	254	1	257	3	260	1	260	-10	250	1	250	1	250
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	127	1	127	8	135	1	135	1	136	1	136	1	136	-7	129	1	129	1	119
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	537	2	196	32	569	2	208	2	215	23	592	2	215	0	592	2	215	2	215
Comb. T-R	1	196	1	208	1	208	1	215	1	215	1	215	1	215	1	215	1	215	1
EB Right	51	0	-	3	54	0	-	0	54	0	54	0	-	0	54	0	-	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	153	1	153	9	162	1	162	1	162	0	162	1	162	0	162	1	162	1	162
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1036	2	518	62	1098	2	549	2	558	18	1116	2	558	0	1116	2	558	2	558
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	24	1	24	1	25	1	25	1	27	1	27	1	27	0	27	1	27	1	27
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 670	E-W: 645	SUM: 1315	N-S: 710	E-W: 694	SUM: 1394	N-S: 768	E-W: 684	SUM: 1462	N-S: 774	E-W: 687	SUM: 1461	N-S: 699	E-W: 677	SUM: 1376				
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				
Volume / Capacity:	0.923	0.978	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026	1.026				
Level of Service:	E	E	E	E	E	E	E	F	F	F	F	F	F	F	E				

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Southbound right-turn overlapping phase with eastbound left-turn phase.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Corbin Avenue
 E-W St: Nordhoff Street/Nordhoff Way
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA18
 Courts by: Accutek

Corbin Avenue @ Nordhoff Street/Nordhoff Way
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Lane Volume	Total	No. of Lanes	Volume	Lane Volume	Total	Added	Total	No. of Lanes	Volume	Lane Volume	Total	Added	Total	No. of Lanes	Volume	Lane Volume	Total		
NB Left	81	1	81	5	86	1	86	0	86	1	86	0	86	0	86	1	86	0	86	1	86	
Comb. L-T	0	-	0	-	0	0	0	-	0	0	0	-	0	-	0	0	0	-	0	0	-	
NB Thru	1286	2	481	77	1363	2	510	2	536	2	536	114	1555	2	574	2	574	-150	1405	2	524	
Comb. T-R	1	481	1	481	1	510	1	536	1	536	1	574	1	574	1	574	1	574	1	524	1	524
NB Right	157	0	-	9	166	0	0	0	166	0	0	0	166	0	166	0	166	0	166	0	0	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	103	1	103	6	109	1	109	3	112	1	112	0	112	0	112	1	112	0	112	1	112	
Comb. L-T	0	-	0	-	0	0	0	-	0	0	0	-	0	-	0	0	0	-	0	0	-	
SB Thru	1408	2	704	84	1492	2	746	88	1580	2	790	67	1647	2	823	2	823	-150	1497	2	748	
Comb. T-R	0	-	0	-	0	0	0	-	0	0	0	-	0	-	0	0	0	-	0	0	-	
SB Right [1]	204	1	204	12	216	1	216	3	219	1	219	15	234	1	234	1	234	-10	224	1	224	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	377	1	377	23	400	1	400	3	402	1	402	26	428	1	428	1	428	-10	418	1	418	
Comb. L-T	0	-	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-	0	0	-	
EB Thru	1182	2	472	71	1253	2	500	7	1260	2	502	0	1260	2	502	2	502	0	1260	2	502	
Comb. T-R	1	472	1	472	1	500	1	502	1	502	1	502	1	502	1	502	1	502	1	502	1	502
EB Right	233	0	-	14	247	0	0	0	247	0	0	0	247	0	247	0	247	0	247	0	0	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	108	1	108	6	114	1	114	0	114	1	114	0	114	1	114	1	114	0	114	1	114	
Comb. L-T	0	-	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-	0	0	-	
WB Thru	516	2	258	31	547	2	273	8	555	2	277	0	555	2	277	2	277	0	555	2	277	
Comb. T-R	0	-	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	-	0	0	-	
WB Right	70	1	70	4	74	1	74	3	77	1	77	0	77	1	77	1	77	0	77	1	77	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 785	E-W: 635	SUM: 1420	N-S: 832	E-W: 673	SUM: 1505	N-S: 876	E-W: 680	SUM: 1555	N-S: 909	E-W: 706	SUM: 1615	N-S: 834	E-W: 696	SUM: 1530							
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3							
Volume / Capacity:	0.996	1.056	1.092	1.133	1.074																	
Level of Service:	E	F	F	F	F																	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one exci. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Southbound right-turn overlapping phase with eastbound left-turn phase.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Parthenia Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Corbin Avenue
 E-W St: Parthenia Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA19
 Counts by: Accutek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Volume	Added Volume	Total Volume	Volume	Added Volume	Total Volume	No. of Lanes	Volume	
NB Left	64	1	64	4	68	1	68	0	68	1	68	0	68	0	68	1	68
Comb. L-T	0	-	763	86	1521	1	809	43	1564	1	830	-22	1542	1	819	1	754
NB Thru	1	763	763	1	809	1	809	1	830	1	830	1	819	1	819	1	754
Comb. T-R	1	763	763	1	809	1	809	1	830	1	830	1	819	1	819	1	754
NB Right	0	-	91	5	96	0	96	0	96	0	96	0	96	0	96	0	96
Comb. L-T-R	0	-	91	5	96	0	96	0	96	0	96	0	96	0	96	0	96
SB Left	91	1	91	5	96	1	96	3	99	1	99	2	101	1	101	1	101
Comb. L-T	0	-	1096	66	1162	1	607	105	1267	1	661	8	1275	1	666	1	591
SB Thru	1	573	573	1	607	1	607	1	661	1	661	1	666	1	666	1	591
Comb. T-R	1	573	573	1	607	1	607	1	661	1	661	1	666	1	666	1	591
SB Right	50	0	50	3	53	0	53	3	56	0	56	2	58	0	58	0	58
Comb. L-T-R	0	-	50	3	53	0	53	3	56	0	56	2	58	0	58	0	58
EB Left	86	1	86	5	91	1	91	1	92	1	92	-4	88	1	88	1	88
Comb. L-T	0	-	832	50	882	1	460	0	882	1	460	0	882	1	460	1	460
EB Thru	1	434	434	1	460	1	460	1	460	1	460	1	460	1	460	1	460
Comb. T-R	1	434	434	1	460	1	460	1	460	1	460	1	460	1	460	1	460
EB Right	35	0	35	2	37	0	37	0	37	0	37	0	37	0	37	0	37
Comb. L-T-R	0	-	35	2	37	0	37	0	37	0	37	0	37	0	37	0	37
WB Left	84	1	84	5	89	1	89	0	89	1	89	0	89	1	89	1	89
Comb. L-T	0	-	1150	69	1219	1	704	1	1220	1	705	0	1220	1	703	1	703
WB Thru	1	665	665	1	704	1	704	1	705	1	705	1	703	1	703	1	703
Comb. T-R	1	665	665	1	704	1	704	1	705	1	705	1	703	1	703	1	703
WB Right	179	0	179	11	190	0	190	1	191	0	191	-4	187	0	187	0	187
Comb. L-T-R	0	-	179	11	190	0	190	1	191	0	191	-4	187	0	187	0	187
Crit. Volumes:	N-S:	854	N-S:	905	N-S:	929	N-S:	920	N-S:	920	N-S:	920	N-S:	855	N-S:	855	N-S:
	E-W:	751	E-W:	796	E-W:	798	E-W:	792	E-W:	792	E-W:	792	E-W:	772	E-W:	772	E-W:
	SUM:	1605	SUM:	1701	SUM:	1727	SUM:	1712	SUM:	1712	SUM:	1712	SUM:	1627	SUM:	1627	SUM:
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1.070	1.134	1.151	1.141	1.141	1.141	1.141	1.141	1.141	1.141	1.141	1.141	1.085	1.085	1.085	1.085	1.085
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phases=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Corbin Avenue
 E-W St: Parthenia Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA19
 Counts by: Accutek

Corbin Avenue @ Parthenia Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	
NB Left	58	1	58	3	61	1	61	1	61	0	61	1	61	0	61	1	61	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1326	1	701	80	1406	1	743	1	777	83	1556	1	818	-130	1426	1	753	
Comb. T-R	1	701	701	1	743	1	777	1	777	0	81	0	81	0	81	0	0	
NB Right	76	0	76	5	81	0	81	0	81	0	81	0	81	0	81	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	162	1	162	10	172	1	172	1	174	3	174	1	174	9	183	1	183	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1183	1	617	71	1254	1	654	1	694	48	1379	1	723	-130	1249	1	648	
Comb. T-R	1	617	617	1	654	1	694	1	694	0	66	0	66	-20	46	0	0	
SB Right	51	0	51	3	54	0	54	0	54	3	57	0	57	0	57	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	120	1	120	7	127	1	127	1	130	3	130	1	130	16	146	1	146	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1083	1	568	65	1148	1	602	1	606	8	1156	1	606	0	1156	1	606	
Comb. T-R	1	568	568	1	602	1	602	1	606	0	55	0	55	0	55	0	0	
EB Right	52	0	52	3	55	0	55	0	55	0	55	0	55	0	55	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	113	1	113	7	120	1	120	1	120	0	120	1	120	0	120	1	120	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	975	1	604	59	1034	1	640	1	644	6	1040	1	652	0	1040	1	652	
Comb. T-R	1	604	604	1	640	1	644	1	644	0	264	0	264	0	264	0	0	
WB Right	232	0	232	14	246	0	246	0	248	3	248	0	248	16	264	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	863	N-S:	915	N-S:	951	N-S:	1002	N-S:	937	N-S:	937	N-S:	1002	N-S:	937	N-S:	937
	E-W:	724	E-W:	767	E-W:	774	E-W:	798	E-W:	778	E-W:	778	E-W:	798	E-W:	778	E-W:	778
	SUM:	1587	SUM:	1682	SUM:	1725	SUM:	1799	SUM:	1714	SUM:	1714	SUM:	1799	SUM:	1714	SUM:	1714
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	1.058	1.121	1.150	1.199	1.143	1.143	1.143	1.143	1.143	1.143	1.143	1.143	1.143	1.143	1.143	1.143	1.143	
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

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

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Roscoe Boulevard
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Corbin Avenue
 E-W St: Roscoe Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA20
 Counts by: Accutrek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]				
	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	66	1	66	4	70	1	70	0	70	0	70	1	70	0	70	1	70
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	921	1	499	55	976	1	528	33	1009	1	545	1	541	-8	891	1	486
Comb. T-R	1	499	1	528	1	545	1	545	1	541	1	541	1	541	1	486	1
NB Right	76	0	0	5	81	0	0	0	81	0	81	0	0	0	81	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	94	1	94	6	100	1	100	5	105	1	105	1	107	2	107	1	107
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1240	1	657	74	1314	1	696	80	1394	1	738	1	741	3	1287	1	686
Comb. T-R	1	657	1	696	1	738	1	738	1	741	1	741	1	741	1	686	1
SB Right	73	0	0	4	77	0	0	5	82	0	82	0	0	3	85	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	123	1	123	7	130	1	130	1	132	1	132	1	125	-7	125	1	125
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1008	2	357	60	1068	2	378	4	1072	2	379	2	379	0	1072	2	379
Comb. T-R	1	357	1	378	1	378	1	379	1	379	1	379	1	379	1	379	1
EB Right	62	0	0	4	66	0	0	0	66	0	66	0	0	0	66	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	97	1	97	6	103	1	103	0	103	1	103	1	103	0	103	1	103
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	939	2	470	56	995	2	498	5	1000	2	500	2	500	0	1000	2	500
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right [1]	156	1	156	9	165	1	165	1	167	1	167	1	161	-6	161	1	161
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	723	N-S:	766	N-S:	808	N-S:	811	N-S:	811	N-S:	756					
	E-W:	593	E-W:	628	E-W:	632	E-W:	625	E-W:	625	E-W:	625					
	SUM:	1315	SUM:	1394	SUM:	1440	SUM:	1436	SUM:	1436	SUM:	1381					
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.877	0.929	0.960	0.957	0.921	0.921	0.921	0.921	0.921	0.921	0.921	0.921	0.921	0.921	0.921	0.921	0.921
Level of Service:	D	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Westbound curb lane functions as a right-turn only lane, due to parking availability on the departure leg.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Corbin Avenue
 E-W St: Roscoe Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA20
 Counts by: Accufek

Corbin Avenue @ Roscoe Boulevard
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	
NB Left	1	92	1	98	0	98	1	98	0	98	1	98	0	98	1	98	0	
Comb. L-T	0	-	0	-	585	1	585	0	585	1	585	0	585	0	585	0	585	0
NB Thru	1	552	1	552	61	1083	1	613	55	1138	1	613	31	1169	1	628	-110	1059
Comb. T-R	1	552	1	552	585	1	585	1	613	1	613	1	628	1	628	1	628	1
NB Right	0	-	0	87	0	87	0	87	0	87	0	87	0	87	0	87	0	87
Comb. L-T-R	0	-	0	0	87	0	87	0	87	0	87	0	87	0	87	0	87	0
SB Left	1	129	1	137	8	137	1	137	3	139	1	139	12	151	1	151	0	151
Comb. L-T	0	-	0	-	627	1	627	0	627	0	627	0	627	0	627	0	627	0
SB Thru	1	592	1	592	64	1131	1	661	65	1196	1	661	18	1214	1	677	-110	1104
Comb. T-R	1	592	1	592	627	1	627	1	661	1	661	1	677	1	677	1	677	1
SB Right	0	-	0	123	7	123	0	123	3	125	0	123	15	140	0	140	0	140
Comb. L-T-R	0	-	0	0	123	0	123	0	123	0	123	0	140	0	140	0	140	0
EB Left	1	169	1	179	10	179	1	179	3	182	1	182	26	208	1	208	0	208
Comb. L-T	0	-	0	-	437	2	437	0	437	0	437	0	437	0	437	0	437	0
EB Thru	2	412	2	412	71	1249	2	437	15	1264	2	442	0	1264	2	442	0	1264
Comb. T-R	1	412	1	412	437	1	437	1	442	1	442	1	442	1	442	1	442	1
EB Right	0	-	0	63	4	63	0	63	0	63	0	63	0	63	0	63	0	63
Comb. L-T-R	0	-	0	0	63	0	63	0	63	0	63	0	63	0	63	0	63	0
WB Left	1	60	1	64	4	64	1	64	0	64	1	64	0	64	1	64	0	64
Comb. L-T	0	-	0	-	421	2	421	0	421	0	421	0	421	0	421	0	421	0
WB Thru	2	397	2	397	64	1132	2	421	13	1145	2	426	0	1145	2	433	0	1145
Comb. T-R	1	397	1	397	421	1	421	1	426	1	426	1	433	1	433	1	433	1
WB Right	0	-	0	130	7	130	0	130	3	133	0	130	21	154	0	154	0	154
Comb. L-T-R	0	-	0	0	130	0	130	0	130	0	130	0	154	0	154	0	154	0
Crit. Volumes:	N-S:	684	N-S:	725	N-S:	758	N-S:	779	N-S:	779	N-S:	779	N-S:	724	N-S:	724	N-S:	724
	E-W:	566	E-W:	600	E-W:	608	E-W:	641	E-W:	641	E-W:	641	E-W:	641	E-W:	641	E-W:	641
	SUM:	1250	SUM:	1324	SUM:	1366	SUM:	1420	SUM:	1420	SUM:	1420	SUM:	1365	SUM:	1365	SUM:	1365
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.833	0.883	0.911	0.911	0.911	0.911	0.947	0.910	0.947	0.910	0.947	0.910	0.910	0.947	0.910	0.947	0.910	0.910
Level of Service:	D	D	D	D	D	D	E	E	E	E	E	E	E	E	E	E	E	E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Satcoy Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Corbin Avenue
 E-W St: Satcoy Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA21
 Counts by: Acutek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	1	60	4	64	1	64	0	64	1	64	0	64	0	64	1	64
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1	499	51	897	1	529	20	917	1	539	-4	913	-90	823	1	492
Comb. T-R	1	499	1	529	1	529	1	539	1	539	1	537	1	537	1	492
NB Right	0	-	9	161	0	-	0	161	0	-	0	161	0	161	0	-
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	1	131	8	139	1	139	4	143	1	143	1	144	0	144	1	144
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1	1190	71	1261	1	667	58	1319	1	698	2	1321	-90	1231	1	654
Comb. T-R	1	630	1	667	1	667	1	698	1	698	1	699	1	699	1	654
SB Right	0	-	4	73	0	-	4	77	0	-	1	78	0	78	0	-
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	1	96	6	102	1	102	1	103	1	103	-1	102	0	102	1	102
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1	1136	68	1204	1	637	1	1205	1	638	0	1205	0	1205	1	638
Comb. T-R	1	601	1	637	1	637	1	638	1	638	1	638	1	638	1	638
EB Right	0	-	4	70	0	-	0	70	0	-	0	70	0	70	0	-
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	1	139	8	147	1	147	0	147	1	147	0	147	0	147	1	147
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1	1158	69	1227	1	666	1	1228	1	667	0	1228	0	1228	1	666
Comb. T-R	1	628	1	666	1	666	1	667	1	667	1	666	1	666	1	666
WB Right	0	-	6	104	0	-	1	105	0	-	-1	104	0	104	0	-
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S:	690	N-S:	731	N-S:	761	N-S:	761	N-S:	763	N-S:	763	N-S:	763	N-S:	718
	E-W:	740	E-W:	784	E-W:	785	E-W:	785	E-W:	785	E-W:	785	E-W:	785	E-W:	785
	SUM:	1430	SUM:	1515	SUM:	1546	SUM:	1546	SUM:	1548	SUM:	1548	SUM:	1548	SUM:	1503
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.953	1.010	1.031	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.032	1.002
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375. Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: Corbin Avenue
 E-W St: Saticoy Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA21
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Saticoy Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]			
	No. of Lanes	Volume	Lane	Total	Added Volume	Lane	Total	No. of Lanes	Added Volume	Lane	Total	No. of Lanes	Added Volume	Lane	Total	No. of Lanes	Added Volume	Lane	Total	
NB Left	77	1	77	5	82	1	82	0	82	1	82	0	82	1	82	0	82	1	82	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	1039	1	582	62	1101	1	616	43	1144	1	638	16	1160	1	646	-90	1070	1	601	
Comb. T-R	1	582	1	582	1	616	1	638	1	638	1	638	1	646	1	646	1	646	1	
NB Right	124	0	-	7	131	0	-	0	131	0	-	0	131	0	-	0	131	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	172	1	172	10	182	1	182	3	185	1	185	3	188	1	188	0	188	1	188	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	933	1	517	56	989	1	547	53	1041	1	575	9	1050	1	581	-90	960	1	536	
Comb. T-R	1	517	1	517	1	547	1	575	1	575	1	575	1	581	1	581	1	581	1	
SB Right	100	0	-	6	106	0	-	3	109	0	-	3	112	0	-	0	112	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	112	1	112	7	119	1	119	3	121	1	121	5	126	1	126	0	126	1	126	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	1232	1	655	74	1306	1	694	1	1307	1	695	0	1307	1	695	0	1307	1	695	
Comb. T-R	1	655	1	655	1	694	1	695	1	695	1	695	1	695	1	695	1	695	1	
EB Right	78	0	-	5	83	0	-	0	83	0	-	0	83	0	-	0	83	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	88	1	88	5	93	1	93	0	93	1	93	0	93	1	93	0	93	1	93	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	1075	1	609	65	1140	1	645	1	1141	1	647	0	1141	1	649	0	1141	1	649	
Comb. T-R	1	609	1	609	1	645	1	647	1	647	1	647	1	649	1	649	1	649	1	
WB Right	142	0	-	9	151	0	-	3	153	0	-	5	158	0	-	0	158	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	754	N-S:	799	N-S:	822	N-S:	833	N-S:	833	N-S:	833	N-S:	833	N-S:	788	N-S:	788	N-S:	
	E-W:	743	E-W:	788	E-W:	788	E-W:	788	E-W:	788	E-W:	788	E-W:	788	E-W:	788	E-W:	788	E-W:	788
	SUM:	1497	SUM:	1586	SUM:	1611	SUM:	1622	SUM:	1622	SUM:	1622	SUM:	1622	SUM:	1577	SUM:	1577	SUM:	1577
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.998	1.058	1.074	1.081	1.081	1.081	1.081	1.081	1.081	1.081	1.081	1.081	1.081	1.081	1.081	1.081	1.081	1.081	1.081	
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Shirley Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA22
 Counts by: Acoutek

Shirley Avenue @ Plummer Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	
NB Left	18	0	-	19	0	0	-	19	0	0	-	19	0	0	-	19	0	0	-	19	
Comb. L-T	1	1	20	21	1	1	21	21	1	1	21	21	1	1	21	21	1	1	21	23	
NB Thru	2	0	-	2	0	0	-	2	0	0	-	2	0	0	-	2	0	0	-	2	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
NB Right	39	1	39	41	2	1	41	41	0	1	41	41	4	1	45	45	0	1	45	45	
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
SB Left	12	0	-	13	0	0	-	13	0	0	-	13	0	0	-	13	0	0	-	13	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
SB Thru	6	0	30	36	0	0	32	32	-1	5	0	31	-1	5	0	30	0	5	0	31	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
SB Right	12	0	-	13	0	0	-	13	0	0	-	13	0	0	-	13	0	0	-	13	
Comb. L-T-R-	1	1	-	1	1	1	-	1	1	1	-	1	1	1	-	1	1	1	-	1	
EB Left	2	1	2	2	1	1	2	2	0	2	1	2	0	2	1	2	0	2	1	2	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
EB Thru	501	2	251	531	30	2	266	266	2	533	2	267	3	536	2	268	0	536	2	268	
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
EB Right [1]	32	1	32	34	2	1	34	34	5	39	1	39	-3	36	1	36	0	36	1	36	
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
WB Left	182	1	182	193	11	1	193	193	0	193	1	193	-11	182	1	182	0	182	1	182	
Comb. L-T	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
WB Thru	1294	1	650	1372	78	1	689	1385	13	1385	1	696	-7	1378	1	692	0	1378	1	692	
Comb. T-R	1	1	650	689	1	1	689	689	1	696	1	696	0	692	1	692	0	692	1	692	
WB Right	6	0	-	6	0	0	-	6	0	6	0	0	0	6	0	6	0	6	0	6	
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	
Crit. Volumes:	N-S: 48	E-W: 652	SUM: 700	N-S: 51	E-W: 691	SUM: 742	N-S: 51	E-W: 698	SUM: 749	N-S: 51	E-W: 694	SUM: 745	N-S: 51	E-W: 694	SUM: 745	N-S: 51	E-W: 694	SUM: 745	N-S: 51	E-W: 694	SUM: 745
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.467	0.495	0.499	0.497	0.497	0.497	0.497	0.497	0.497	0.497	0.497	0.497	0.497	0.497	0.497	0.497	0.497	0.497	0.497	0.497	
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Functional right-turn only lane.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Shirley Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA22
 Counts by: Accutek

Shirley Avenue @ Plummer Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION			
	Volume	Lanes	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume
NB Left	123	0	7	130	0	-	0	130	0	-	0	130	6	136	0	136	0	136	0	136
Comb. L-T	1	150	1	159	1	159	1	159	1	159	1	159	1	159	1	159	1	159	1	159
NB Thru	27	0	2	29	0	-	0	29	0	-	0	29	3	32	0	32	0	32	0	32
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Right	354	1	21	375	1	375	1	375	1	375	1	375	24	399	1	399	1	399	1	399
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	9	0	1	10	0	-	0	10	0	-	0	10	0	10	0	10	0	10	0	10
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	17	0	1	18	0	36	0	18	0	36	0	18	5	23	0	23	0	23	0	23
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Right	8	0	0	8	0	-	0	8	0	-	0	8	0	8	0	8	0	8	0	8
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EB Left	24	1	24	25	1	25	1	25	0	25	1	25	0	25	0	25	0	25	1	25
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1245	2	75	1320	2	660	2	1331	12	1346	2	1346	15	1346	2	1346	0	1346	2	1346
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Right [1]	100	1	6	106	1	106	1	106	0	106	1	106	10	116	1	116	0	116	1	116
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	142	1	9	151	1	151	1	151	0	151	1	151	42	193	1	193	0	193	1	193
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	436	1	26	462	1	240	2	464	2	464	1	464	26	490	1	490	0	490	1	490
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right	16	0	1	17	0	17	0	17	0	17	0	17	0	17	0	17	0	17	0	17
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 292	N-S: 310	N-S: 310	N-S: 310	N-S: 310	N-S: 310	N-S: 310	N-S: 310	N-S: 310	N-S: 310	N-S: 310	N-S: 310	N-S: 310	N-S: 310	N-S: 310	N-S: 310	N-S: 310	N-S: 310	N-S: 310	N-S: 310
	E-W: 765	E-W: 810	E-W: 810	E-W: 810	E-W: 810	E-W: 810	E-W: 810	E-W: 810	E-W: 810	E-W: 810	E-W: 810	E-W: 810	E-W: 810	E-W: 810	E-W: 810	E-W: 810	E-W: 810	E-W: 810	E-W: 810	E-W: 810
	SUM: 1057	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1120
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.704	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.747	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750
Level of Service:	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

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

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CRITICAL MOVEMENT ANALYSIS

N-S St: Shirley Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA23
 Counts by: Accutek

Shirley Avenue @ Nordhoff Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION				
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	9	19	10	0	20	10	0	0	0	0	0	20	0	0	0	10	20
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R-	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	16	0	17	0	0	0	0	10	0	0	0	0	0	0	0	0	0
Comb. L-T	1	30	1	32	1	32	0	0	0	0	0	0	0	0	0	0	0
SB Thru	14	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	1	57	1	60	1	60	0	0	0	0	0	0	0	0	0	0	0
SB Right	57	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	36	1	38	1	38	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	72	1	43	45	36	112	36	9	121	1	68	0	0	0	0	121	68
Comb. T-R	1	43	1	45	1	63	0	0	68	1	68	0	0	0	0	68	68
EB Right	13	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	39	1	39	2	41	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	320	1	214	19	227	233	233	572	1	343	-12	560	1	331	0	560	331
Comb. T-R	1	214	1	227	1	343	0	0	114	1	343	0	0	0	0	101	331
WB Right	108	0	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 62	E-W: 250	SUM: 312	N-S: 66	E-W: 265	SUM: 331	N-S: 66	E-W: 382	SUM: 447	N-S: 66	E-W: 369	SUM: 435	N-S: 66	E-W: 369	SUM: 435		
No. of Phases:	2			2			2			2			2				
Volume / Capacity:	0.208			0.220			0.298			0.290			0.290				
Level of Service:	A			A			A			A			A				

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

N-S St: Shirley Avenue
 E-W St: Northhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA23
 Counts by: Accutek

Shirley Avenue @ Northhoff Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION				
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume
NB Left	18	0	19	0	19	0	0	19	0	0	19	0	0	19	0	0	19
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	26	0	28	0	28	0	0	28	0	0	28	0	0	28	0	0	28
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	44	0	47	0	47	0	0	47	0	0	47	0	0	47	0	0	47
Comb. L-T-R-	1	0	1	1	1	1	0	1	1	0	1	1	0	1	1	0	1
SB Left	169	0	179	0	179	0	0	179	0	58	237	0	0	237	0	0	237
Comb. L-T	1	169	1	179	1	179	0	179	0	0	179	0	0	179	0	0	179
SB Thru	16	0	17	0	17	0	0	17	0	0	17	0	0	17	0	0	17
Comb. T-R	1	93	1	99	1	99	0	99	0	0	99	0	0	99	0	0	99
SB Right	77	0	82	0	82	0	0	82	0	0	82	0	0	82	0	0	82
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	142	1	151	1	151	1	0	151	0	0	151	1	0	151	1	0	151
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	282	1	299	1	299	1	177	475	1	258	54	529	1	285	1	529	285
Comb. T-R	1	161	1	170	1	170	0	170	0	258	0	258	1	285	1	0	285
EB Right	39	0	41	0	41	0	0	41	0	0	41	0	0	41	0	0	41
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	69	1	73	1	73	1	0	73	0	0	73	1	0	73	1	0	73
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	259	1	275	1	275	1	19	293	1	254	78	371	1	336	1	371	336
Comb. T-R	1	231	1	245	1	245	0	245	0	254	0	254	1	336	1	0	336
WB Right	203	0	215	0	215	0	0	215	0	85	300	0	0	300	0	0	300
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	257	N-S:	272	N-S:	272	272	272	N-S:	330	330	N-S:	330	330	N-S:	330	330
	E-W:	373	E-W:	395	E-W:	395	405	405	E-W:	486	486	E-W:	486	486	E-W:	486	486
	SUM:	630	SUM:	668	SUM:	668	677	677	SUM:	817	817	SUM:	817	SUM:	817	817	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.420	0.445	0.445	0.451	0.451	0.451	0.451	0.451	0.544	0.544	0.544	0.544	0.544	0.544	0.544	0.544	0.544
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

N-S St: Nordhoff Street
 E-W St: Nordhoff Way
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA24
 Counts by: Accufek

Nordhoff Street @ Nordhoff Way
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION				
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume
NB Left	1	0	-	0	1	0	0	1	0	0	1	0	0	0	0	0	1
Comb. L-T	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	4	0	9	0	4	0	0	4	10	0	4	0	0	4	0	0	10
Comb. T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	4	0	-	0	4	0	0	4	0	0	4	0	0	4	0	0	4
Comb. L-T-R	1	1	-	1	4	1	1	4	0	0	4	1	0	4	1	0	4
SB Left	51	1	28	3	54	1	30	59	1	32	13	72	1	40	0	72	40
Comb. L-T	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	4	0	34	0	4	0	36	4	38	0	4	4	0	44	0	4	44
Comb. T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	7	0	-	0	7	0	7	7	0	0	7	0	0	7	0	0	7
Comb. L-T-R	1	1	-	1	7	1	7	7	0	0	7	1	0	7	1	0	7
EB Left	8	1	8	0	8	1	8	8	1	8	0	8	1	8	0	8	8
Comb. L-T	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	658	2	220	39	697	2	233	720	241	0	720	2	241	0	720	2	241
Comb. T-R	1	1	220	0	220	1	233	220	241	0	241	1	241	0	241	1	241
EB Right	1	0	-	0	1	0	0	1	0	0	1	0	0	0	1	0	1
Comb. L-T-R	0	0	-	0	1	0	0	1	0	0	1	0	0	0	1	0	1
WB Left	5	1	5	0	5	1	5	5	1	5	0	5	1	5	0	5	5
Comb. L-T	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1166	2	390	70	1236	2	413	1254	419	0	1254	2	419	0	1254	2	419
Comb. T-R	1	1	390	0	390	1	413	390	419	0	419	1	419	0	419	1	419
WB Right	3	0	-	0	3	0	0	3	0	0	3	0	0	0	3	0	3
Comb. L-T-R	0	0	-	0	3	0	0	3	0	0	3	0	0	0	3	0	3
Crit. Volumes:	N-S: 35	E-W: 398	SUM: 433	N-S: 37	E-W: 422	SUM: 459	N-S: 39	E-W: 428	SUM: 467	N-S: 45	E-W: 428	SUM: 473	N-S: 45	E-W: 428	SUM: 473		
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.304	0.322	A	0.322	0.328	A	0.332	0.332	A	0.332	A	0.332	A	0.332	A	0.332	A

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

N-S St: Nordhoff Street
 E-W St: Nordhoff Way
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA24
 Courts by: Accutek

Nordhoff Street @ Nordhoff Way
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION			
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume
NB Left	20	0	0	21	0	0	21	0	0	21	0	0	21	0	0	21	0	0	0	21
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	37	0	105	39	0	111	39	0	111	0	39	0	39	0	39	0	39	0	39	111
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	48	0	3	51	0	0	51	0	0	51	0	0	51	0	0	51	0	0	51	0
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
SB Left	448	1	246	27	475	1	261	3	477	1	263	76	553	1	304	0	553	1	304	304
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	62	0	299	4	66	0	317	0	66	0	318	0	66	0	352	0	66	0	352	352
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	35	0	2	37	0	0	37	0	37	0	0	0	37	0	37	0	37	0	37	0
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EB Left	89	1	89	5	94	1	94	0	94	1	94	0	94	1	94	0	94	1	94	94
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1194	2	427	72	1266	2	453	7	1273	2	455	0	1273	2	455	0	1273	2	455	455
Comb. T-R	1	1	427	1	453	1	453	1	455	1	455	1	455	1	455	1	455	1	455	455
EB Right	87	0	5	92	0	0	92	0	92	0	0	0	92	0	92	0	92	0	92	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	20	1	20	1	21	1	21	0	21	1	21	0	21	1	21	0	21	1	21	21
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	710	2	238	43	753	2	252	8	761	2	255	0	761	2	255	0	761	2	255	255
Comb. T-R	1	1	238	1	252	1	252	1	255	1	255	1	255	1	255	1	255	1	255	255
WB Right	3	0	0	3	0	0	3	0	3	0	0	0	3	0	3	0	3	0	3	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 319	E-W: 447	SUM: 766	N-S: 338	E-W: 474	SUM: 812	N-S: 339	E-W: 476	SUM: 815	N-S: 373	E-W: 476	SUM: 849	N-S: 373	E-W: 476	SUM: 849					
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.537	0.569	0.572	0.596	0.596	0.596	0.596	0.596	0.596	0.596	0.596	0.596	0.596	0.596	0.596	0.596	0.596	0.596	0.596	0.596
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ SR-118 WB Ramps
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/19/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Tampa Avenue
 E-W St: SR-118 WB Ramps
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA25
 Counts by: Accutek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]		
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	No. of Lanes	Volume	Added Volume	No. of Lanes	Volume	Added Volume	No. of Lanes	Volume
NB Left	2	144	16	2	153	1	278	2	153	0	278	0	278	2	153
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
NB Thru	3	119	21	3	126	-2	375	3	125	3	378	3	348	3	116
Comb. T-R	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
NB Right	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
Comb. L-T-R	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
SB Left	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
SB Thru	2	297	46	2	315	47	861	2	319	-7	854	2	824	2	307
Comb. T-R	1	297	1	1	315	319	97	1	319	317	97	1	317	1	307
SB Right	0	-	7	0	-	-35	0	0	-	0	97	0	97	0	-
Comb. L-T-R	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
EB Left	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
EB Thru	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
Comb. T-R	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
EB Right	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
Comb. L-T-R	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
WB Left	1	831	91	1	880	15	1616	1	889	-7	1609	1	1609	1	885
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
WB Thru	1	681	0	1	721	0	1	0	728	0	1	0	1	0	725
Comb. T-R	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-
WB Right	1	169	10	1	179	24	203	1	203	0	203	1	203	1	203
Comb. L-T-R	1	169	10	1	179	24	203	1	203	0	203	1	203	1	203
Crit. Volumes:	N-S: 441	E-W: 831	SUM: 1272	N-S: 468	E-W: 880	SUM: 1348	N-S: 472	E-W: 889	SUM: 1361	N-S: 470	E-W: 885	SUM: 1355	N-S: 460	E-W: 885	SUM: 1345
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.893	0.846	0.855	0.851	0.851	0.851	0.851	0.851	0.851	0.851	0.851	0.851	0.844	0.844	0.844
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

* V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATCS.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Tampa Avenue
 E-W St: SR-118 WB Ramps
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA25
 Counts by: Accufek

Tampa Avenue @ SR-118 WB Ramps
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/19/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	2	207	23	399	2	219	2	222	0	404	2	222	0	404	2	222	222
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-
NB Thru	3	266	48	845	3	282	3	279	15	853	3	284	-30	823	3	274	274
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-
NB Right	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-
SB Thru	2	199	29	508	2	211	2	235	26	622	2	244	-30	592	2	234	234
Comb. T-R	1	199	1	211	1	211	1	235	1	244	1	244	0	110	1	234	234
SB Right	0	-	7	125	0	-	0	-	0	110	0	-	0	110	0	0	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	110	0	0	0	110	0	0	0
EB Left	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-
EB Thru	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-
EB Right	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	1	655	71	1261	1	694	1	685	26	1272	1	689	0	1272	1	699	699
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-
WB Thru	0	-	0	0	0	0	0	561	0	0	0	572	0	0	0	0	572
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-
WB Right	1	341	20	361	1	361	1	417	0	417	1	417	0	417	1	417	417
Comb. L-T-R	1	341	20	361	1	361	1	417	0	417	1	417	0	417	1	417	417
Crit. Volumes:	N-S: 406	E-W: 655	SUM: 1060	N-S: 430	E-W: 684	SUM: 1124	N-S: 457	E-W: 685	SUM: 1142	N-S: 466	E-W: 689	SUM: 1165	N-S: 456	E-W: 699	SUM: 1155		
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.744	0.689	0.702	0.718	0.718	0.718	0.718	0.718	0.718	0.718	0.718	0.718	0.718	0.718	0.718	0.718	0.718
Level of Service:	C	B	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.
 Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Tampa Avenue
 E-W St: SR-118 EB Ramps
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA26
 Counts by: Accuthek

Tampa Avenue @ SR-118 EB Ramps
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/19/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]									
	No. of Lanes	Volume	Lane	Total	No. of Lanes	Volume	Lane	Total	Added	Volume	Lanes	Volume	Lane	Total	Added	Volume	Lanes	Volume	Added	Volume	Total	No. of Lanes	Volume	Lane	Total	
NB Left	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	523	2	262	31	554	2	277	12	566	2	283	2	569	3	-30	539	2	284	2	490	1	490	1	490	1	490
Comb. T-R	1	458	1	485	1	488	1	488	1	488	1	488	1	488	1	488	1	488	1	488	1	488	1	488	1	488
NB Right	1017	1	559	61	1078	1	593	7	1085	1	597	1	1088	3	0	1088	1	598	0	1088	1	598	1	598	1	598
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	429	1	429	26	455	1	455	1	456	1	456	1	456	0	0	456	1	456	0	456	1	456	1	456	1	456
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1902	3	634	114	2016	3	672	61	2077	3	692	-14	2063	3	-30	2033	3	688	-30	2033	3	678	3	678	3	678
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	69	0	0	4	73	0	0	-13	60	0	0	0	60	0	0	60	0	0	0	0	60	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	0	0	332	0	332	0	352	0	0	0	353	0	0	0	0	0	0	353	0	0	0	0	0	0	0	353
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	595	1	332	36	631	1	352	21	652	1	358	0	652	1	0	652	1	358	0	652	1	358	1	652	1	652
Comb. L-T-R-	1	1	332	36	631	1	352	21	652	1	358	0	652	1	0	652	1	358	0	652	1	358	1	652	1	652
WB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	988	1048	N-S:	1053	1054	N-S:	1054	1054	N-S:	1054	1054	N-S:	1054	1054	N-S:	1054	1054	1054	N-S:	1054	1054	N-S:	1054	1054	1054
	E-W:	332	352	E-W:	358	358	E-W:	358	358	E-W:	358	358	E-W:	358	358	E-W:	358	358	E-W:	358	358	E-W:	358	358	358	358
	SUM:	1320	1400	SUM:	1411	1411	SUM:	1411	1411	SUM:	1411	1411	SUM:	1411	1411	SUM:	1411	1411	SUM:	1411	1411	SUM:	1411	1411	1411	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.880	0.833	0.841	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

* V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATCS.

[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ SR-118 EB Ramps
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/19/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Tampa Avenue
 E-W St: SR-118 EB Ramps
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA26
 Counts by: Accufek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane
NB Left	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
Comb. L-T	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-
NB Thru	979	2	490	59	1038	2	519	2	26	1063	2	532	2	15	1078	2	539	2
Comb. T-R	1	622	1	83	1465	1	659	1	682	1	809	1	869	1	1486	1	817	1
NB Right	1382	1	760	83	1465	1	806	1	6	1471	0	0	1	15	1486	0	817	1
Comb. L-T-R	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0
SB Left	207	1	207	12	219	1	219	1	49	268	1	268	1	0	268	1	268	1
Comb. L-T	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0
SB Thru	1404	3	468	84	1488	3	496	3	10	1498	3	499	3	52	1550	3	517	3
Comb. T-R	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0
SB Right	0	0	-	0	0	0	0	-	12	12	0	0	0	0	12	0	12	0
Comb. L-T-R	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0
EB Left	177	0	-	11	188	0	-	0	-27	160	0	-	0	0	160	0	-	0
Comb. L-T	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0
EB Thru	1	0	298	0	1	0	316	0	0	316	0	304	0	0	304	0	304	0
Comb. T-R	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0
EB Right	418	1	298	25	443	1	316	4	4	447	1	304	1	0	447	1	304	1
Comb. L-T-R	1	1	-	1	1	1	1	1	0	1	1	1	1	0	1	1	1	1
WB Left	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0
Comb. L-T	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0
WB Thru	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0
Comb. T-R	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0
WB Right	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0
Comb. L-T-R	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	0
Crit. Volumes:	N-S: 967	N-S: 1025	N-S: 1077	N-S: 1085	E-W: 298	E-W: 316	E-W: 304	E-W: 304	E-W: 1265	SUM: 1341	SUM: 1381	SUM: 1381	SUM: 1389	N-S: 1085	N-S: 304	E-W: 1389	E-W: 1389	SUM: 1389
No. of Phases:	2	2	2	2	0.843	0.794	0.821	0.826	0.826	0.826	0.826	0.826	0.826	0.826	0.826	0.826	0.826	0.826
Level of Service:	D	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATCS.
 Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Tampa Avenue
 E-W St: Chatsworth Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA27
 Counts by: Accuthek

Tampa Avenue @ Chatsworth Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/21/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [1]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]													
	No. of Lanes	Volume	Lane	Total	No. of Lanes	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total		
NB Left	7	1	7	0	8	1	8	18	26	1	26	0	26	1	26	0	26	1	26	0	26	1	26	0	26	1	26	0	26	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1096	3	365	66	1162	3	387	-8	1154	3	313	5	1159	3	314	-30	1129	3	307	3	314	1	307	3	307	3	307	3	307	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	93	1	93	6	99	1	99	0	99	0	0	0	99	0	0	0	99	0	99	0	0	0	99	0	99	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	101	1	101	6	107	1	107	5	112	1	112	0	112	1	112	0	112	1	112	0	112	1	112	0	112	1	112	0	112	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	2246	2	754	135	2381	2	799	63	2444	2	824	-14	2430	2	819	-30	2400	2	809	2	819	1	809	2	809	2	809	2	809	
Comb. T-R	1	754	1	799	1	799	1	824	1	824	1	824	0	824	1	819	0	819	1	809	1	819	1	809	1	809	1	809	1	809
SB Right	16	0	16	1	17	0	17	12	28	0	0	0	28	0	0	0	28	0	28	0	0	0	28	0	28	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	62	0	62	4	66	0	66	7	73	0	73	0	73	0	73	0	73	0	73	0	0	0	73	0	73	0	0	0	0	
Comb. L-T	1	72	1	4	76	1	76	4	80	1	81	0	81	1	82	0	82	1	82	0	0	0	82	0	82	1	82	0	82	
EB Thru	64	0	64	4	68	0	68	4	72	0	72	0	72	0	72	0	72	0	72	0	0	0	72	0	72	0	0	0	0	
Comb. T-R	1	72	1	76	1	76	1	82	1	82	1	82	0	82	1	82	0	82	1	82	0	82	1	82	0	82	1	82	0	82
EB Right	18	0	18	1	19	0	19	-1	19	0	19	0	19	0	19	0	19	0	19	0	0	0	19	0	19	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	286	2	157	17	303	2	187	-34	269	2	148	0	269	2	148	0	269	2	148	0	0	0	269	0	269	2	148	0	148	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	140	1	140	8	148	1	148	47	195	1	195	0	195	1	195	0	195	1	195	0	0	0	195	0	195	1	195	0	195	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	56	1	56	3	59	1	59	15	74	1	74	0	74	1	74	0	74	1	74	0	0	0	74	0	74	1	74	0	74	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	761	N-S:	807	N-S:	850	N-S:	845	N-S:	835	N-S:	845	N-S:	835	N-S:	845	N-S:	835	N-S:	835	N-S:	845	N-S:	835	N-S:	845	N-S:	835	N-S:	835
	E-W:	229	E-W:	243	E-W:	268	E-W:	268	E-W:	268	E-W:	268	E-W:	268	E-W:	268	E-W:	268	E-W:	268	E-W:	268	E-W:	268	E-W:	268	E-W:	268	E-W:	268
	SUM:	990	SUM:	1050	SUM:	1118	SUM:	1118	SUM:	1113	SUM:	1113	SUM:	1103	SUM:	1113	SUM:	1103	SUM:	1103	SUM:	1113	SUM:	1103	SUM:	1103	SUM:	1103	SUM:	1103
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	0.685	0.637	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes. 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATCS.
 [1] Porter Ranch mitigation includes restriping to provide 1 left-turn, 3 through, and one shared through-right turn lane in the northbound direction.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: Tampa Avenue
 E-W St: Chatsworth Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMAZ7
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Chatsworth Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/21/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [1]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]			
	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume		
NB Left	12	1	12	13	1	13	26	38	1	38	0	38	1	38	0	38	1	38		
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NB Thru	1963	3	654	118	2081	3	694	35	2115	3	574	30	2145	3	581	-30	2115	3	574	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	183	1	183	11	194	1	194	-15	179	0	0	0	179	0	0	0	179	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	122	1	122	7	129	1	129	6	135	1	135	0	135	0	135	0	135	1	135	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1585	2	561	95	1680	2	595	11	1691	2	601	52	1743	2	619	-30	1713	2	609	
Comb. T-R	1	561	0	561	1	561	0	561	1	601	0	601	1	619	0	619	1	609	0	
SB Right	99	0	99	6	105	0	105	8	113	0	113	0	113	0	113	0	113	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	46	0	46	3	49	0	49	-1	48	0	48	0	48	0	48	0	48	0	0	
Comb. L-T	1	77	0	77	1	82	0	82	1	115	0	115	1	115	0	115	1	115	0	
EB Thru	87	0	87	5	92	0	92	64	156	0	156	0	156	0	156	0	156	0	0	
Comb. T-R	1	77	0	77	1	82	0	82	1	115	0	115	1	115	0	115	1	115	0	
EB Right	21	0	21	1	22	0	22	4	27	0	27	0	27	0	27	0	27	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	130	2	72	8	138	2	140	-29	109	2	60	0	109	2	60	0	109	2	60	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	60	1	60	4	64	1	64	111	174	1	174	0	174	1	174	0	174	1	174	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	113	1	113	7	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 776	E-W: 149	SUM: 925	N-S: 823	E-W: 157	SUM: 980	N-S: 708	E-W: 222	SUM: 930	N-S: 716	E-W: 222	SUM: 938	N-S: 708	E-W: 222	SUM: 930					
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	0.649	0.558	0.558	0.558	0.558	0.558	0.558	0.558	0.558	0.558	0.558	0.558	0.558	0.558	0.558	0.558	0.558	0.558	0.558	
Level of Service:	B	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/ATCS.
 [1] Porter Ranch mitigation includes restriping to provide 1 left-turn, 3 through, and one shared through-right turn lane in the northbound direction.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Devonshire Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Tampa Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA28
 Counts by: Accuthek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Total	Added	Lane Volume	No. of Lanes	Added	Lane Volume	Total	Added	Lane Volume	No. of Lanes	Added	Lane Volume	Total	Added	Lane Volume	No. of Lanes	
NB Left	40	1	40	2	42	1	3	45	1	45	1	45	-10	35	1	35	1	35	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	830	2	337	50	880	2	357	17	897	2	363	2	364	-50	852	2	348	2	348
Comb. T-R	1	337	337	1	357	1	357	1	363	1	363	1	364	0	364	1	348	1	348
NB Right	181	0	181	11	192	0	-1	191	0	191	0	191	0	191	0	191	0	191	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	46	1	46	3	49	1	49	13	62	1	62	1	62	0	62	1	62	1	62
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1569	3	523	94	1663	3	554	101	1764	3	588	-14	1750	-50	1700	3	567	3	567
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	102	1	102	6	108	1	108	-9	99	1	99	0	99	0	99	1	99	1	99
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	75	2	41	5	80	2	44	-13	66	2	36	0	66	0	66	2	36	2	36
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	784	1	421	47	831	1	446	45	876	1	468	1	877	0	877	1	464	1	464
Comb. T-R	1	421	421	1	446	1	446	1	468	1	468	1	469	0	469	1	464	1	464
EB Right	57	0	57	3	60	0	60	1	61	0	61	0	61	-10	51	0	51	0	51
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	186	2	102	11	197	2	108	-7	191	2	105	0	191	0	191	2	105	2	105
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1180	1	606	71	1251	1	642	53	1304	1	675	-3	1301	0	1301	1	674	1	674
Comb. T-R	1	606	606	1	642	1	642	1	675	1	675	1	674	0	674	1	674	1	674
WB Right	32	0	32	2	34	0	34	14	47	0	47	0	47	0	47	0	47	0	47
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	563	N-S:	597	N-S:	633	N-S:	629	N-S:	602	N-S:	629	N-S:	602	N-S:	602	N-S:	602	N-S:
	E-W:	647	E-W:	686	E-W:	712	E-W:	710	E-W:	710	E-W:	710	E-W:	710	E-W:	710	E-W:	710	E-W:
	SUM:	1210	SUM:	1283	SUM:	1345	SUM:	1339	SUM:	1339	SUM:	1339	SUM:	1312	SUM:	1312	SUM:	1312	SUM:
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.849	0.800	0.844	0.840	0.821	0.840	0.821	0.840	0.821	0.840	0.821	0.840	0.821	0.840	0.821	0.840	0.821	0.840	0.821
Level of Service:	D	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/ATCS.
 Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Tampa Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA28
 Counts by: Accutek

Tampa Avenue @ Devonshire Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]		
	Volume	Lane	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume
NB Left	30	1	30	2	32	1	32	9	41	1	41	0	41	-10	31
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0
NB Thru	1608	2	604	96	1704	2	641	87	1791	2	671	30	1821	-50	1771
Comb. T-R	1	1	604	0	604	1	641	0	641	1	671	0	671	0	671
NB Right	205	0	0	12	217	0	0	5	222	0	0	0	222	0	222
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	51	1	51	3	54	1	54	6	60	1	60	0	60	0	60
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0
SB Thru	1085	3	362	65	1150	3	383	34	1184	3	395	52	1236	-50	1186
Comb. T-R	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0
SB Right	57	1	57	3	60	1	60	-9	52	1	52	0	52	0	52
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	82	2	45	5	87	2	48	-23	64	2	35	0	64	0	64
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0
EB Thru	1141	1	593	68	1209	1	628	48	1257	1	656	6	1263	0	1263
Comb. T-R	1	1	593	0	593	1	628	0	628	1	656	0	656	0	656
EB Right	44	0	0	3	47	0	0	9	55	0	0	0	55	-10	45
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	191	2	105	11	202	2	111	-6	197	2	108	0	197	0	197
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0
WB Thru	626	1	340	38	664	1	360	42	706	1	384	10	716	0	716
Comb. T-R	1	1	340	0	340	1	360	0	360	1	384	0	384	0	384
WB Right	54	0	0	3	57	0	0	4	61	0	0	0	61	0	61
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 655	E-W: 698	SUM: 1353	N-S: 695	E-W: 739	SUM: 1434	N-S: 731	E-W: 765	SUM: 1496	N-S: 741	E-W: 768	SUM: 1509	N-S: 725	E-W: 763	SUM: 1487
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.949	0.906	0.950	0.959	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375. Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/ATCS.

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Tampa Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA29
 Counts by: Accutek

Tampa Avenue @ Lassen Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume
NB Left	89	1	89	5	94	1	94	0	94	0	94	1	94	0	94	1	94
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	855	2	312	51	906	2	330	18	924	5	929	2	338	-65	864	2	316
Comb. T-R	1	312	312	1	330	1	336	1	336	1	338	1	338	0	338	1	316
NB Right	80	0	80	5	85	0	85	0	85	0	85	0	85	0	85	0	85
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	73	1	73	4	77	1	77	0	77	0	77	1	77	0	77	1	77
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1641	2	583	98	1739	2	618	95	1834	-14	1820	2	645	-65	1755	2	623
Comb. T-R	1	583	583	1	618	1	649	1	649	1	645	1	645	0	645	1	623
SB Right	107	0	107	6	113	0	113	0	113	0	113	0	113	0	113	0	113
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	109	1	109	7	116	1	116	0	116	0	116	1	116	0	116	1	116
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	914	1	480	55	969	1	508	10	979	1	980	1	514	0	980	1	514
Comb. T-R	1	480	480	1	508	1	513	1	513	1	514	1	514	0	514	1	514
EB Right	45	0	45	3	48	0	48	0	48	0	48	0	48	0	48	0	48
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	153	1	153	9	162	1	162	0	162	0	162	1	162	0	162	1	162
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1114	1	671	67	1181	1	711	0	1181	-3	1178	1	710	0	1178	1	710
Comb. T-R	1	671	671	1	711	1	711	1	711	1	710	1	710	0	710	1	710
WB Right	227	0	227	14	241	0	241	1	242	0	242	0	242	0	242	0	242
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 672	N-S: 712	N-S: 744	N-S: 744	N-S: 712	N-S: 744	N-S: 744	N-S: 744	N-S: 744	N-S: 744	N-S: 744	N-S: 744	N-S: 744	N-S: 744	N-S: 744	N-S: 744	N-S: 744
	E-W: 780	E-W: 826	E-W: 827	E-W: 827	E-W: 826	E-W: 827	E-W: 827	E-W: 827	E-W: 827	E-W: 827	E-W: 827	E-W: 827	E-W: 827	E-W: 827	E-W: 827	E-W: 827	E-W: 827
	SUM: 1451	SUM: 1538	SUM: 1570	SUM: 1570	SUM: 1538	SUM: 1570	SUM: 1570	SUM: 1570	SUM: 1570	SUM: 1570	SUM: 1570	SUM: 1570	SUM: 1570	SUM: 1570	SUM: 1570	SUM: 1570	SUM: 1570
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.967	1.025	1.047	1.047	1.025	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Lassen Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Tampa Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA29
 Counts by: Accutek

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Lane	Total	Added	Volume	No. of Lanes	Volume	Added	Volume	Total	Added	Volume	No. of Lanes	Volume	Added	Volume	Total	Added	Volume	No. of Lanes	Volume	
NB Left	49	1	49	3	52	1	52	0	52	1	52	0	52	1	52	0	52	1	52	1	52	1	52
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1618	2	589	97	1715	2	624	95	1810	2	656	30	1840	2	666	-65	1775	2	644	2	666	2	644
Comb. T-R	1	589	1	589	1	624	1	656	1	656	1	666	1	666	1	666	1	644	1	666	1	644	
NB Right	148	0	0	9	157	0	0	0	157	0	0	0	157	0	0	0	157	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	45	1	45	3	48	1	48	1	49	1	49	0	49	1	49	0	49	1	49	1	49	1	49
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1208	2	420	72	1280	2	445	32	1312	2	456	52	1364	2	474	-65	1299	2	452	2	474	2	452
Comb. T-R	1	420	1	420	1	445	1	456	1	456	1	474	1	474	1	474	1	452	1	474	1	452	
SB Right	52	0	0	3	55	0	0	1	56	0	0	0	56	0	0	0	56	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	104	1	104	6	110	1	110	1	111	1	111	0	111	1	111	0	111	1	111	1	111	1	111
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1261	1	664	76	1337	1	704	0	1337	1	704	6	1343	1	707	0	1343	1	707	1	707	1	707
Comb. T-R	1	664	1	664	1	704	1	704	1	704	1	707	1	707	1	707	1	707	1	707	1	707	
EB Right	67	0	0	4	71	0	0	0	71	0	0	0	71	0	0	0	71	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	125	1	125	8	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133	1	133	1	133
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	665	1	350	40	705	1	371	0	705	1	372	10	715	1	377	0	715	1	377	1	377	1	377
Comb. T-F	1	350	1	350	1	371	1	371	1	372	1	377	1	377	1	377	1	377	1	377	1	377	
WB Right	35	0	0	2	37	0	0	1	38	0	0	0	38	0	0	0	38	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 634	E-W: 789	SUM: 1423	N-S: 672	E-W: 836	SUM: 1508	N-S: 705	E-W: 836	SUM: 1541	N-S: 715	E-W: 839	SUM: 1554	N-S: 715	E-W: 839	SUM: 1554	N-S: 693	E-W: 839	SUM: 1532					
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2					
Volume / Capacity:	0.948	1.005	1.027	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036	1.036						
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F						

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Tampa Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA30
 Courts by: Accuthek

Tampa Avenue @ Plummer Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	
NB Left	67	1	67	4	71	1	71	1	71	0	71	1	71	0	71	1	71	1	71
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	884	2	322	53	937	2	341	2	347	3	957	2	348	-80	877	2	321	2	321
Comb. T-R	1	322	341	1	341	1	341	1	347	1	348	1	348	0	348	1	321	1	321
NB Right	82	0	-	5	87	0	-	0	87	0	87	0	-	0	87	0	-	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	87	0	87	0	-	0	87	0	-	0	-
SB Left	63	1	63	4	67	1	67	1	67	0	67	1	67	0	67	1	67	1	67
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1367	2	592	82	1449	2	627	2	659	-7	1537	2	653	-80	1457	2	627	2	627
Comb. T-R	1	592	627	1	627	1	627	1	659	1	653	1	653	0	653	1	627	1	627
SB Right	408	0	-	24	432	0	-	0	432	-10	422	0	-	0	422	0	-	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	432	-10	422	0	-	0	422	0	-	0	-
EB Left	92	2	51	6	98	2	54	2	54	4	102	2	56	0	102	2	56	2	56
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	352	1	231	21	373	1	245	1	246	3	378	1	247	0	378	1	247	1	247
Comb. T-R	1	231	245	1	245	1	246	1	246	1	247	1	247	0	247	1	247	1	247
EB Right	110	0	-	7	117	0	-	0	117	0	117	0	-	0	117	0	-	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	117	0	117	0	-	0	117	0	-	0	-
WB Left	217	1	217	13	230	1	230	1	230	0	230	1	230	0	230	1	230	1	230
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	991	1	515	59	1050	1	546	1	552	-8	1055	1	548	0	1055	1	548	1	548
Comb. T-R	1	515	546	1	546	1	546	1	552	1	548	1	548	0	548	1	548	1	548
WB Right	39	0	-	2	41	0	-	0	41	0	41	0	-	0	41	0	-	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	41	0	41	0	-	0	41	0	-	0	-
Crit. Volumes:	N-S: 659	E-W: 566	SUM: 1224	N-S: 698	E-W: 600	SUM: 1298	N-S: 730	E-W: 606	SUM: 1336	N-S: 724	E-W: 604	SUM: 1328	N-S: 698	E-W: 604	SUM: 1302				
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.859	0.911	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.914
Level of Service:	D	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

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

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Tampa Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA30
 Counts by: Accutek

Tampa Avenue @ Plummer Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]		
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume
NB Left	82	1	82	5	87	1	87	0	87	1	87	0	87	0	87
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1247	2	462	75	1322	2	490	90	1412	2	520	15	1427	-80	1347
Comb. T-R	1	462	1	490	1	490	1	520	1	520	1	525	1	525	1
NB Right	139	0	0	8	147	0	0	0	147	0	0	0	147	0	147
Comb. L-T-R -	0	0	0	0	0	0	0	0	147	0	0	0	147	0	147
SB Left	35	1	35	2	37	1	37	1	38	1	38	0	38	0	38
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1090	2	439	65	1155	2	465	27	1182	2	474	26	1208	-80	1128
Comb. T-R	1	439	1	465	1	465	1	474	1	474	1	495	1	495	1
SB Right	226	0	0	14	240	0	0	1	241	0	0	36	277	0	277
Comb. L-T-R -	0	0	0	0	0	0	0	0	241	0	0	0	277	0	277
EB Left	537	2	295	32	569	2	313	1	570	2	314	21	591	0	591
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1141	1	676	68	1209	1	716	9	1218	1	721	18	1236	0	1236
Comb. T-R	1	676	1	716	1	716	1	721	1	721	1	730	1	730	1
EB Right	210	0	0	13	223	0	0	0	223	0	0	0	223	0	223
Comb. L-T-R -	0	0	0	0	0	0	0	0	223	0	0	0	223	0	223
WB Left	108	1	108	6	114	1	114	0	114	1	114	0	114	0	114
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	406	1	225	24	430	1	239	1	431	1	240	31	462	0	462
Comb. T-R	1	225	1	239	1	239	1	240	1	240	1	255	1	255	1
WB Right	44	0	0	3	47	0	0	1	48	0	0	0	48	0	48
Comb. L-T-R -	0	0	0	0	0	0	0	0	48	0	0	0	48	0	48
Crit. Volumes:	N-S: 521	N-S: 552	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561	N-S: 561
	E-W: 784	E-W: 831	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835	E-W: 835
	SUM: 1304	SUM: 1382	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396	SUM: 1396
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.915	0.970	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.982
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	F	F	F	E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Tampa Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA31
 Counts by: Accufek

Tampa Avenue @ Nordhoff Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/24/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]							
	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume		
NB Left	2	118	13	227	2	125	69	296	2	163	-11	285	2	157	-10	275	2	151			2	0	-	
Comb. L-T	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0	0	0			0	0	-	
NB Thru	2	514	62	1089	2	544	4	1092	2	546	0	1092	2	546	-80	1012	2	506			2	0	-	
Comb. T-R	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0	0	0			0	0	-	
NB Right [1]	1	174	10	184	1	184	0	184	1	184	0	184	1	184	-10	174	1	174			1	0	-	
Comb. L-T-R	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0	0	0			0	0	-	
SB Left	2	58	6	111	2	61	-1	110	2	61	0	110	2	61	0	110	2	61			2	0	-	
Comb. L-T	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0	0	0			0	0	-	
SB Thru	2	551	86	1527	2	584	-3	1525	2	616	0	1525	2	613	-80	1445	2	587			2	0	-	
Comb. T-R	1	551	1	584	1	584	0	584	1	584	-7	315	1	613	0	315	1	587			1	0	-	
SB Right	0	-	13	224	0	-	99	322	0	-	0	315	0	0	0	315	0	0			0	0	-	
Comb. L-T-R	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0	0	0			0	0	-	
EB Left	2	69	8	133	2	73	13	146	2	80	3	149	2	82	0	149	2	82			2	0	-	
Comb. L-T	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0	0	0			0	0	-	
EB Thru	2	227	40	700	2	240	31	731	2	254	6	737	2	257	0	737	2	254			2	0	-	
Comb. T-R	1	227	1	240	1	240	0	240	1	254	0	34	0	257	-10	24	1	254			1	0	-	
EB Right	0	-	1	21	0	-	9	30	0	-	4	34	0	0	0	34	0	0			0	0	-	
Comb. L-T-R	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0	0	0			0	0	-	
WB Left	2	223	24	429	2	236	0	429	2	236	0	429	2	236	-10	419	2	231			2	0	-	
Comb. L-T	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0	0	0			0	0	-	
WB Thru	2	607	73	1287	2	643	81	1368	2	684	-17	1351	2	675	0	1351	2	675			2	0	-	
Comb. T-R	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0	0	0			0	0	-	
WB Right [1]	1	44	3	47	1	47	0	47	1	47	0	47	1	47	0	47	1	47			1	0	-	
Comb. L-T-R	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0	0	0			0	0	-	
Crit. Volumes:	N-S:	668	N-S:	708	N-S:	779	N-S:	779	N-S:	770	N-S:	770	N-S:	770	N-S:	738	N-S:	738						
	E-W:	676	E-W:	716	E-W:	764	E-W:	764	E-W:	757	E-W:	757	E-W:	757	E-W:	757	E-W:	757						
	SUM:	1344	SUM:	1425	SUM:	1542	SUM:	1542	SUM:	1527	SUM:	1527	SUM:	1527	SUM:	1495	SUM:	1495						
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4			4	4	4	
Volume / Capacity:	0.978	1.036	1.122	1.111	1.111	1.111	1.111	1.111	1.111	1.111	1.111	1.111	1.111	1.111	1.111	1.111	1.111							
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F			F	F	F	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Northbound and westbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Tampa Avenue
 E-W St: Northhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA31
 Courts by: Accutek

Tampa Avenue @ Northhoff Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/24/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]								
	No. of Lanes	Volume	Lane	Total	No. of Lanes	Volume	Lane	Total	No. of Lanes	Volume	Lane	Total	Added	Total	No. of Lanes	Volume	Lane	Total	Added	Total	No. of Lanes	Volume	Lane	Total	
NB Left	193	2	106	12	205	2	113	5	210	2	115	42	252	2	138	-10	242	2	133						
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1263	2	532	76	1339	2	564	10	1349	2	567	0	1349	2	567	-80	1269	2	537						
Comb. T-R	1	532	1	564	1	567	1	567	1	567	1	567	0	567	1	567	0	567	1	537					
NB Right	333	0	0	20	353	0	0	0	353	0	0	0	353	0	0	-10	343	0	0						
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
SB Left	265	2	146	16	281	2	154	1	282	2	155	0	282	2	155	0	282	2	155						
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
SB Thru	1028	2	376	62	1090	2	399	15	1105	2	406	0	1105	2	415	-80	1025	2	388						
Comb. T-R	1	376	1	399	1	399	1	406	1	406	1	406	0	406	1	415	0	406	1	388					
SB Right	100	0	0	6	106	0	0	8	114	0	0	26	140	0	0	0	140	0	0						
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
EB Left	300	2	165	18	318	2	175	76	394	2	217	15	409	2	225	0	409	2	225						
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
EB Thru	1286	2	643	77	1363	2	682	54	1417	2	709	36	1453	2	727	0	1453	2	727						
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
EB Right [1]	76	1	76	5	81	1	81	52	133	1	133	24	157	1	157	-10	147	1	147						
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
WB Left	330	2	182	20	350	2	192	0	350	2	192	0	350	2	192	-10	340	2	187						
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
WB Thru	831	2	331	50	881	2	351	12	893	2	355	62	955	2	376	0	955	2	376						
Comb. T-R	1	331	1	351	1	351	1	355	1	355	1	355	0	355	1	376	0	355	1	376					
WB Right	161	0	0	10	171	0	0	1	172	0	0	0	172	0	0	0	172	0	0						
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
Crit. Volumes:	N-S: 678	E-W: 825	SUM: 1502	N-S: 718	E-W: 874	SUM: 1592	N-S: 722	E-W: 901	SUM: 1623	N-S: 722	E-W: 919	SUM: 1641	N-S: 722	E-W: 913	SUM: 1606										
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4						
Volume / Capacity:	1.093	1.158	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181						
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F						

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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 [1] Eastbound curb lane functions as a right-turn only lane, due to parking availability on the departure lag.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Tampa Avenue
 E-W St: Roscoe Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA32
 Counts by: Accutek

Tampa Avenue @ Roscoe Boulevard
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/29/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]						
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	95	1	95	6	101	1	101	1	101	0	101	1	101	0	101	1	101	1	101
Comb. L-T	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	993	2	497	60	1053	2	526	2	561	-7	1115	2	557	-50	1065	2	532	2	532
Comb. T-R	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Right [1]	94	1	94	6	100	1	100	1	100	0	100	1	100	0	100	1	100	1	100
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	116	1	116	7	123	1	123	1	123	0	123	1	123	0	123	1	123	1	123
Comb. L-T	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1357	2	679	81	1438	2	719	2	724	3	1450	2	725	-50	1400	2	700	2	700
Comb. T-R	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Right [1]	71	1	71	4	75	1	75	1	75	0	75	1	75	0	75	1	75	1	75
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	103	1	103	6	109	1	109	1	109	0	109	1	109	0	109	1	109	1	109
Comb. L-T	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1084	2	396	65	1149	2	420	2	421	2	1155	2	422	0	1155	2	422	2	422
Comb. T-R	1	396	1	396	1	420	1	421	1	421	1	422	1	422	1	422	1	422	1
EB Right	105	0	105	6	111	0	111	0	111	0	111	0	111	0	111	0	111	0	111
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	122	1	122	7	129	1	129	1	129	0	129	1	129	0	129	1	129	1	129
Comb. L-T	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1093	2	547	66	1159	2	579	2	582	-6	1158	2	579	0	1158	2	579	2	579
Comb. T-R	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right [1]	139	1	139	8	147	1	147	1	147	0	147	1	147	0	147	1	147	1	147
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 774	E-W: 650	SUM: 1423	N-S: 820	E-W: 688	SUM: 1508	N-S: 824	E-W: 691	SUM: 1515	N-S: 826	E-W: 688	SUM: 1514	N-S: 801	E-W: 688	SUM: 1489				
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.949	1.006	1.010	1.006	1.010	1.006	1.010	1.006	1.010	1.006	1.010	1.006	1.006	1.010	1.006	1.006	1.010	1.006	1.006
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

- For dual turn lanes, 55% of volume is assigned to heavier lane.
- For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
- Right turns on red from excl. lanes = 50% of overlapping left turn.
- [1] Northbound, southbound, and westbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg.
- [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Roscoe Boulevard
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/28/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Tampa Avenue
 E-W St: Roscoe Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA32
 Counts by: Accutek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]				
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Total Volume	Lane Volume
NB Left	100	1	100	6	106	106	0	106	1	106	106	0	106	1	106	1	106
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1153	2	419	69	1222	1230	8	1230	2	447	1256	26	1256	2	455	2	439
Comb. T-R	1	419	419	1	444	444	1	447	1	447	455	1	455	1	455	1	439
NB Right	104	0	104	6	110	110	0	110	0	110	110	0	110	0	110	0	110
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	194	1	194	12	206	206	1	207	1	207	207	0	207	1	207	1	207
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1161	2	416	70	1231	1288	57	1288	2	460	1303	15	1303	2	465	2	448
Comb. T-R	1	416	416	1	441	441	1	460	1	460	465	1	465	1	465	1	448
SB Right	86	0	86	5	91	91	1	92	0	92	92	0	92	0	92	0	92
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	132	1	132	8	140	140	0	140	1	140	140	0	140	1	140	1	140
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1283	2	455	77	1360	1375	15	1375	2	487	1387	12	1387	2	491	2	491
Comb. T-R	1	455	455	1	482	482	1	487	1	487	491	1	491	1	491	1	491
EB Right	82	0	82	5	87	87	0	87	0	87	87	0	87	0	87	0	87
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	99	1	99	6	105	105	0	105	1	105	105	0	105	1	105	1	105
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1120	2	456	67	1187	1200	13	1200	2	488	1221	21	1221	2	495	2	495
Comb. T-R	1	456	456	1	483	483	1	488	1	488	495	1	495	1	495	1	495
WB Right	248	0	248	15	263	263	0	263	0	263	263	0	263	0	263	0	263
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 613	E-W: 588	SUM: 1201	N-S: 650	E-W: 623	SUM: 1273	N-S: 654	E-W: 628	SUM: 1281	N-S: 662	E-W: 635	SUM: 1297	N-S: 646	E-W: 635	SUM: 1280		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.801	0.849	0.854	0.854	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865	0.865
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
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Notes: [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Tampa Avenue
 E-W St: Satcoy Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA33
 Counts by: Accutek

Tampa Avenue @ Satcoy Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/28/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]						
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	77	1	77	5	82	1	82	1	82	0	82	1	82	0	82	1	82	1	82
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	894	2	447	54	948	2	474	2	508	-4	1013	2	506	-40	973	2	486	2	486
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right [1]	48	1	48	3	51	1	51	1	51	0	51	1	51	0	51	1	51	1	51
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	152	1	152	9	161	1	161	1	161	1	162	1	162	0	162	1	162	1	162
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1238	2	619	74	1312	2	666	2	661	2	1323	2	662	-40	1283	2	642	2	642
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [1]	79	1	79	5	84	1	84	1	84	0	84	1	84	0	84	1	84	1	84
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	82	1	82	5	87	1	87	1	87	0	87	1	87	0	87	1	87	1	87
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1170	1	626	70	1240	1	663	1	664	0	1241	1	664	0	1241	1	664	1	664
Comb. T-R	1	626	626	1	663	1	664	1	664	0	664	1	664	0	664	1	664	1	664
EB Right	81	0	0	5	86	0	0	0	0	0	86	0	0	0	86	0	0	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	91	1	91	5	96	1	96	1	96	0	96	1	96	0	96	1	96	1	96
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1143	1	628	69	1212	1	666	1	666	0	1213	1	666	0	1213	1	666	1	666
Comb. T-R	1	628	628	1	666	1	666	1	666	0	666	1	666	0	666	1	666	1	666
WB Right	113	0	0	7	120	0	0	0	0	-1	119	0	0	0	119	0	0	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	696	738	N-S:	742	743	N-S:	743	743	N-S:	723	N-S:	723	E-W:	760	E-W:	760	E-W:	760
	E-W:	717	759	E-W:	760	760	E-W:	760	760	E-W:	760	E-W:	760	SUM:	1503	SUM:	1503	SUM:	1483
	SUM:	1413	1497	SUM:	1502	1502	SUM:	1502	1502	SUM:	1483	SUM:	1483						
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.942	0.998	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002
Level of Service:	E	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

- For dual turn lanes, 55% of volume is assigned to heavier lane.
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- Right turns on red from excl. lanes = 50% of overlapping left turn.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Tampa Avenue
 E-W St: Satcoy Street
 Project: Krausz Companies Northridge / 1-023186-1
 File Name: CMA33
 Counts by: Accutek

Tampa Avenue @ Satcoy Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/28/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]			
	No. of Lanes	Volume	Lane Volume	Total	No. of Lanes	Volume	Lane Volume	Total	Added	Total	No. of Lanes	Volume	Lane Volume	Total	Added	Total	No. of Lanes	Volume	Lane Volume	Total
NB Left	1	120	1	127	1	127	1	127	0	127	1	127	1	127	0	127	1	127	1	127
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	2	434	2	1307	2	460	2	1313	6	1313	2	462	2	1329	-40	1289	2	454	2	454
Comb. T-R	1	434	1	460	1	460	1	462	0	462	1	462	1	467	0	467	1	454	1	454
NB Right	0	-	0	72	0	-	0	72	0	72	0	-	0	72	0	72	0	-	0	-
Comb. L-T-R	0	-	0	72	0	-	0	72	0	72	0	-	0	72	0	72	0	-	0	-
SB Left	1	167	1	177	1	177	1	177	0	177	1	177	1	180	0	180	1	180	1	180
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2	427	2	1241	2	452	2	1296	55	1296	2	470	2	1305	-40	1265	2	460	2	460
Comb. T-R	1	427	1	452	1	452	1	470	0	470	1	470	1	473	0	473	1	460	1	460
SB Right	0	-	0	116	0	-	0	116	0	116	0	-	0	116	0	116	0	-	0	-
Comb. L-T-R	0	-	0	116	0	-	0	116	0	116	0	-	0	116	0	116	0	-	0	-
EB Left	1	86	1	91	1	91	1	91	0	91	1	91	1	91	0	91	1	91	1	91
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1	707	1	1427	1	749	1	1428	1	1428	1	749	1	1428	0	1428	1	749	1	749
Comb. T-R	1	707	1	749	1	749	1	749	0	749	1	749	1	749	0	749	1	749	1	749
EB Right	0	-	0	71	0	-	0	71	0	71	0	-	0	71	0	71	0	-	0	-
Comb. L-T-R	0	-	0	71	0	-	0	71	0	71	0	-	0	71	0	71	0	-	0	-
WB Left	1	74	1	78	1	78	1	78	0	78	1	78	1	78	0	78	1	78	1	78
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1	654	1	1277	1	693	1	1278	1	1278	1	693	1	1278	0	1278	1	696	1	696
Comb. T-R	1	654	1	693	1	693	1	693	0	693	1	693	1	696	0	696	1	696	1	696
WB Right	0	-	0	108	0	-	0	108	0	108	0	-	0	113	0	113	0	-	0	-
Comb. L-T-R	0	-	0	108	0	-	0	108	0	108	0	-	0	113	0	113	0	-	0	-
Crit. Volumes:	N-S:	601	N-S:	637	N-S:	639	N-S:	647	N-S:	634	N-S:	647	N-S:	634	E-W:	828	E-W:	828	E-W:	828
	E-W:	781	E-W:	827	E-W:	828	E-W:	828	E-W:	828	E-W:	828	E-W:	828	SUM:	1475	SUM:	1475	SUM:	1462
	SUM:	1381	SUM:	1464	SUM:	1467	SUM:	1475	SUM:	1475	SUM:	1475	SUM:	1462						
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.921	0.976	0.978	0.983	0.978	0.978	0.983	0.983	0.983	0.974	0.974	0.974	0.974							
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E							

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Wilbur Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA34
 Counts by: Accutek

Wilbur Avenue @ Plummer Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION						
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	92	1	92	6	98	1	98	1	98	0	98	1	98	0	98	1	98	1	98
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	303	1	168	18	321	1	178	1	178	1	323	1	179	0	323	1	179	1	179
Comb. T-R	1	168	1	168	1	178	1	178	1	178	1	179	1	179	1	179	1	179	1
NB Right	32	0	32	2	34	0	34	0	34	0	34	0	34	0	34	0	34	0	34
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	110	1	110	7	117	1	117	1	117	5	122	1	122	0	122	1	122	1	122
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	678	1	522	41	719	1	553	1	561	15	734	1	560	-1	733	1	560	1	560
Comb. T-R	1	522	1	522	1	553	1	561	1	561	1	560	1	560	1	560	1	560	1
SB Right	366	0	366	22	388	0	388	0	388	0	388	0	387	-1	387	0	387	0	387
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	61	1	61	4	65	1	65	1	65	0	65	1	66	1	66	1	66	1	66
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	388	1	221	23	409	1	234	1	235	2	411	1	235	3	414	1	237	1	237
Comb. T-R	1	221	1	221	1	234	1	234	1	235	1	235	1	237	1	237	1	237	1
EB Right	56	0	56	3	59	0	59	0	59	0	59	0	59	0	59	0	59	0	59
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	4	1	4	0	4	1	4	1	4	0	4	1	4	0	4	1	4	1	4
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	556	1	303	33	589	1	321	1	327	13	602	1	327	-7	595	1	324	1	324
Comb. T-R	1	303	1	303	1	321	1	321	1	327	1	327	1	324	1	324	1	324	1
WB Right	49	0	49	3	52	0	52	0	52	0	52	0	52	0	52	0	52	0	52
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 614	E-W: 364	SUM: 978	N-S: 651	E-W: 385	SUM: 1036	N-S: 658	E-W: 392	SUM: 1050	N-S: 657	E-W: 389	SUM: 1047	N-S: 657	E-W: 389	SUM: 1047	N-S: 657	E-W: 389	SUM: 1047	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.652	0.691	0.691	0.691	0.691	0.691	0.700	0.700	0.700	0.698	0.698	0.698	0.698	0.698	0.698	0.698	0.698	0.698	
Level of Service:	B	B	B	B	B	B	C	C	C	B	B	B	B	B	B	B	B	B	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Wilbur Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA34
 Counts by: Accutek

Wilbur Avenue @ Plummer Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION						
	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	77	1	77	5	82	1	82	0	82	1	82	0	82	1	82	0	82	1	82
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	500	1	261	30	530	1	276	-3	528	1	275	3	531	1	276	0	531	1	276
Comb. T-R	1	261	261	1	276	1	276	1	275	1	275	1	276	1	276	1	276	1	276
NB Right	21	0	-	1	22	0	0	0	22	0	0	0	22	0	0	0	22	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	22	0	0	0	22	0	0	0	22	0	0
SB Left	51	1	51	3	54	1	54	0	54	1	54	0	54	1	54	0	54	1	54
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	337	1	215	20	357	1	228	0	357	1	228	5	362	1	233	0	362	1	233
Comb. T-R	1	215	215	1	228	1	228	1	228	1	228	1	233	1	233	1	233	1	233
SB Right	93	0	-	6	99	0	0	0	99	0	0	5	104	0	0	0	104	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	99	0	0	5	104	0	0	0	104	0	0
EB Left	287	1	287	17	304	1	304	-1	303	1	303	3	306	1	306	0	306	1	306
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	843	1	460	51	894	1	488	9	903	1	492	15	918	1	500	0	918	1	500
Comb. T-R	1	460	460	1	488	1	488	1	492	1	492	1	500	1	500	1	500	1	500
EB Right	77	0	-	5	82	0	0	0	82	0	0	0	82	0	0	0	82	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	82	0	0	0	82	0	0	0	82	0	0
WB Left	28	1	28	2	30	1	30	0	30	1	30	0	30	1	30	0	30	1	30
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	419	1	239	25	444	1	253	1	445	1	253	26	471	1	266	0	471	1	266
Comb. T-R	1	239	239	1	253	1	253	1	253	1	253	1	266	1	266	1	266	1	266
WB Right	59	0	-	4	63	0	0	-1	61	0	0	0	61	0	0	0	61	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	61	0	0	0	61	0	0	0	61	0	0
Crit. Volumes:	N-S: 312	E-W: 526	SUM: 838	N-S: 330	E-W: 558	SUM: 888	N-S: 329	E-W: 556	SUM: 885	N-S: 330	E-W: 572	SUM: 903	N-S: 330	E-W: 572	SUM: 903				
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2				
Volume / Capacity:	0.558	0.592	0.590	0.590	0.602	0.602	0.602	0.602	0.602	0.602	0.602	0.602	0.602	0.602	0.602				
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	B				

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

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CRITICAL MOVEMENT ANALYSIS

N-S St: Wilbur Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA35
 Counts by: Accutek

Wilbur Avenue @ Nordhoff Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				
	Volume	Lanes	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	
NB Left	45	1	45	3	48	1	48	0	48	1	48	0	48	1	48	0	48	1	48	48	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	119	1	65	7	126	1	68	0	126	1	68	0	126	1	68	0	126	1	68	68	
Comb. T-R	1	1	65	1	68	1	68	1	68	1	68	1	68	1	68	1	68	1	68	68	
NB Right	10	0	0	1	11	0	0	0	11	0	0	0	11	0	0	0	11	0	0	11	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	243	1	243	15	258	1	258	8	265	1	265	0	265	1	265	0	265	1	265	265	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	229	1	229	14	243	1	243	4	246	1	246	0	246	1	246	0	246	1	246	246	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	218	1	218	13	231	1	231	4	235	1	235	-3	232	1	232	0	232	1	232	232	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	114	1	114	7	121	1	121	0	121	1	121	1	122	1	122	0	122	1	122	122	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	987	2	341	59	1046	2	362	31	1077	2	372	5	1082	2	374	0	1082	2	374	374	
Comb. T-R	1	1	341	1	362	1	362	1	372	1	372	1	374	1	374	1	374	1	374	374	
EB Right	37	0	0	2	39	0	0	0	39	0	0	0	39	0	0	0	39	0	0	39	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	11	1	11	1	12	1	12	0	12	1	12	0	12	1	12	0	12	1	12	12	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1334	2	478	80	1414	2	507	81	1495	2	534	-13	1482	2	529	0	1482	2	529	529	
Comb. T-R	1	1	478	1	507	1	507	1	534	1	534	1	529	1	529	1	529	1	529	529	
WB Right	100	0	0	6	106	0	0	0	106	0	0	0	106	0	0	0	106	0	0	106	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 308	N-S: 326	N-S: 333	N-S: 333	N-S: 333	N-S: 333	N-S: 333	N-S: 333	N-S: 333	N-S: 333	N-S: 333	N-S: 333	N-S: 333	N-S: 333	N-S: 333	N-S: 333	N-S: 333	N-S: 333	N-S: 333	N-S: 333	
	E-W: 592	E-W: 628	E-W: 651	E-W: 655	E-W: 655	E-W: 655	E-W: 655	E-W: 655	E-W: 655	E-W: 655	E-W: 655	E-W: 655	E-W: 655	E-W: 651	E-W: 651	E-W: 651	E-W: 651	E-W: 651	E-W: 651	E-W: 651	
	SUM: 900	SUM: 953	SUM: 985	SUM: 988	SUM: 988	SUM: 988	SUM: 988	SUM: 988	SUM: 988	SUM: 988	SUM: 988	SUM: 988	SUM: 988	SUM: 985	SUM: 985	SUM: 985	SUM: 985	SUM: 985	SUM: 985	SUM: 985	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.600	0.636	0.656	0.659	0.659	0.659	0.659	0.659	0.659	0.659	0.659	0.659	0.659	0.656	0.656	0.656	0.656	0.656	0.656	0.656	
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

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

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CRITICAL MOVEMENT ANALYSIS

N-S St: Wilbur Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA35
 Counts by: Accutek

Wilbur Avenue @ Nordhoff Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			
	No. of Lanes	Volume	Total	Added	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane
NB Left	73	1	73	4	77	1	77	0	77	1	77	0	77	1	77	77
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	-
NB Thru	172	1	91	10	182	1	96	0	182	1	96	0	182	1	96	96
Comb. T-R	1	91	91	1	96	1	96	1	96	1	96	1	96	1	96	96
NB Right	9	0	9	1	10	0	10	0	10	0	10	0	10	0	10	10
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	131	1	131	8	139	1	139	0	139	1	139	0	139	1	139	139
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	-
SB Thru	117	1	117	7	124	1	124	0	124	1	124	0	124	1	124	124
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	-
SB Right	104	1	104	6	110	1	110	0	110	1	110	10	120	1	120	120
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	209	1	209	13	222	1	222	-1	220	1	220	6	226	1	226	226
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	-
EB Thru	1487	2	513	89	1576	2	543	54	1630	2	561	27	1657	2	570	570
Comb. T-R	1	513	513	1	543	1	543	1	543	1	543	1	543	1	543	543
EB Right	51	0	51	3	54	0	54	0	54	0	54	0	54	0	54	54
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	12	1	12	1	13	1	13	0	13	1	13	0	13	1	13	13
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	-
WB Thru	1125	2	442	68	1193	2	469	12	1205	2	472	47	1252	2	488	488
Comb. T-R	1	442	442	1	469	1	469	1	469	1	472	1	488	1	488	488
WB Right	202	0	202	12	214	0	214	-1	213	0	213	0	213	0	213	213
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 222	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	235
	E-W: 651	E-W: 690	E-W: 693	E-W: 693	E-W: 693	E-W: 693	E-W: 693	E-W: 693	E-W: 693	E-W: 693	E-W: 693	E-W: 693	E-W: 693	E-W: 693	E-W: 693	714
	SUM: 873	SUM: 925	SUM: 928	SUM: 928	SUM: 928	SUM: 928	SUM: 928	SUM: 928	SUM: 928	SUM: 928	SUM: 928	SUM: 928	SUM: 928	SUM: 928	SUM: 928	949
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.582	0.617	0.618	0.618	0.618	0.618	0.618	0.618	0.618	0.618	0.618	0.618	0.618	0.618	0.618	0.633
Level of Service:	A	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Reseda Boulevard
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA36
 Counts by: Acutek

Reseda Boulevard @ Plummer Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	125	1	125	8	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133	133
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	716	1	423	43	759	1	448	10	769	1	453	0	769	1	453	0	769	1	453	453
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	129	0	0	8	137	0	0	0	137	0	0	0	137	0	0	0	137	0	0	137
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	211	1	211	13	224	1	224	0	224	1	224	0	224	1	224	0	224	1	224	224
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1200	1	695	72	1272	1	736	-23	1249	1	731	0	1249	1	730	0	1249	2	624	624
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	189	0	0	11	200	0	736	13	213	0	731	-3	210	0	730	0	210	1	210	210
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	173	1	173	10	183	1	183	2	185	1	185	1	186	1	186	0	186	1	186	186
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	220	1	208	13	233	1	220	1	234	1	222	1	235	1	223	0	235	1	223	223
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	195	0	0	12	207	0	220	4	210	0	222	0	210	0	223	0	210	0	210	210
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	8
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	28	1	28	2	30	1	30	0	30	1	30	-3	27	1	27	0	27	1	27	27
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	56	0	0	3	59	0	59	0	59	0	59	0	59	0	59	0	59	0	59	59
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 820		N-S: 869		N-S: 864		N-S: 864		N-S: 864		N-S: 862		N-S: 862		N-S: 862		N-S: 862		N-S: 862	757
	E-W: 229		E-W: 243		E-W: 245		E-W: 245		E-W: 245		E-W: 246		E-W: 246		E-W: 246		E-W: 246		E-W: 246	246
	SUM: 1049		SUM: 1111		SUM: 1108		SUM: 1108		SUM: 1108		SUM: 1108		SUM: 1108		SUM: 1108		SUM: 1108		SUM: 1108	1003
No. of Phases:	2		2		2		2		2		2		2		2		2		2	2
Volume / Capacity:	0.699		0.741		0.739		0.739		0.739		0.739		0.739		0.739		0.739		0.739	0.668
Level of Service:	B		C		C		C		C		C		C		C		C		C	B

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

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CRITICAL MOVEMENT ANALYSIS

N-S St: Reseda Boulevard
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA36
 Counts by: Accutek

Reseda Boulevard @ Plummer Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	
NB Left	1	105	1	6	111	1	111	1	111	0	111	1	111	0	111	1	111	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	1	1311	1	79	1390	1	746	1	755	18	1408	1	755	0	1408	1	755	
Comb. T-R	1	704	1	704	746	1	746	1	755	1	755	1	755	1	755	1	755	
NB Right	0	-	0	6	102	0	-	0	102	0	102	0	-	0	102	0	-	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Left	1	229	1	14	243	1	243	1	245	3	245	1	245	0	245	1	245	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	1	2358	1	141	2499	1	1291	1	1318	51	2550	1	1323	0	2550	2	1275	
Comb. T-R	1	1218	1	1218	1291	1	1291	1	1318	1	1323	1	1323	0	1323	0	-	
SB Right	0	-	0	5	83	0	-	0	86	4	86	0	-	10	96	1	96	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Left	1	277	1	17	294	1	294	1	303	9	303	1	309	6	309	1	309	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	1	248	1	15	263	1	241	1	241	0	263	1	244	6	269	1	244	
Comb. T-R	1	227	1	227	241	1	241	1	241	1	241	1	244	1	244	1	244	
EB Right	0	-	0	12	218	0	-	0	218	0	218	0	-	0	218	0	-	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Left	1	103	1	6	109	1	109	1	109	0	109	1	109	0	109	1	109	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	1	238	1	14	252	1	204	1	204	0	252	1	209	10	262	1	209	
Comb. T-R	1	192	1	192	204	1	204	1	204	1	204	1	209	1	209	1	209	
WB Right	0	-	0	9	155	0	-	0	155	0	155	0	-	0	155	0	-	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
Crit. Volumes:	N-S:	1323	N-S:	1402	N-S:	1430	N-S:	1430	N-S:	1435	N-S:	1387	N-S:	1387	E-W:	517	E-W:	517
	E-W:	489	E-W:	497	E-W:	506	E-W:	506	E-W:	517	E-W:	517	E-W:	517	SUM:	1952	SUM:	1904
	SUM:	1792	SUM:	1900	SUM:	1936	SUM:	1936	SUM:	1952	SUM:	1904	SUM:	1904				
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1.195	1.266	1.291	1.301	1.301	1.301	1.301	1.301	1.301	1.301	1.301	1.301	1.301	1.301	1.301	1.301	1.301	1.301
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

Reseda Boulevard @ Nordhoff Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Reseda Boulevard
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMAA37
 Courts by: Accutek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION					
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NB Left	135	2	74	2	79	0	143	2	79	2	139	2	77	0	139	2	77	
Comb. L-T	0	-	367	2	388	3	779	2	390	0	779	2	390	0	779	2	390	
NB Thru	733	2	44	2	388	3	779	2	390	0	779	2	390	0	779	2	390	
Comb. T-R	0	-	146	1	155	12	167	1	167	0	167	1	167	0	167	1	167	
NB Right	146	1	146	1	155	12	167	1	167	0	167	1	167	0	167	1	167	
Comb. L-T-R-	0	-	185	2	196	16	372	2	205	0	372	2	205	0	372	2	205	
SB Left	336	2	422	2	447	-31	864	2	432	0	864	2	432	0	864	2	432	
Comb. L-T	0	-	84	1	89	0	89	1	89	0	89	1	89	0	89	1	89	
SB Thru	844	2	84	1	89	0	89	1	89	0	89	1	89	0	89	1	89	
Comb. T-R	0	-	168	2	178	0	178	2	178	0	178	2	178	0	178	2	178	
SB Right	84	1	84	1	89	0	89	1	89	0	89	1	89	0	89	1	89	
Comb. L-T-R-	0	-	168	2	178	0	178	2	178	0	178	2	178	0	178	2	178	
EB Left	880	2	335	1	355	39	971	2	368	3	974	2	369	0	974	2	369	
Comb. L-T	0	-	124	0	131	0	131	0	131	2	133	0	133	0	133	0	133	
EB Thru	124	0	124	0	131	0	131	0	131	2	133	0	133	0	133	0	133	
Comb. T-R	0	-	223	2	236	13	245	2	245	0	245	2	245	0	245	2	245	
EB Right	124	0	124	0	131	0	131	0	131	2	133	0	133	0	133	0	133	
Comb. L-T-R-	0	-	223	2	236	13	245	2	245	0	245	2	245	0	245	2	245	
WB Left	1224	2	483	1	512	81	1378	2	542	-7	1371	2	540	0	1371	2	540	
Comb. L-T	0	-	226	0	240	9	249	0	249	0	249	0	249	0	249	0	249	
WB Thru	1224	2	483	1	512	81	1378	2	542	-7	1371	2	540	0	1371	2	540	
Comb. T-R	0	-	226	0	240	9	249	0	249	0	249	0	249	0	249	0	249	
WB Right	226	0	226	0	240	9	249	0	249	0	249	0	249	0	249	0	249	
Comb. L-T-R-	0	-	226	0	240	9	249	0	249	0	249	0	249	0	249	0	249	
Crit. Volumes:	N-S:	561	N-S:	584	N-S:	594	N-S:	594	N-S:	594	N-S:	594	N-S:	594	N-S:	594	N-S:	594
	E-W:	576	E-W:	610	E-W:	640	E-W:	640	E-W:	640	E-W:	640	E-W:	640	E-W:	640	E-W:	640
	SUM:	1127	SUM:	1195	SUM:	1235	SUM:	1235	SUM:	1235	SUM:	1235	SUM:	1235	SUM:	1235	SUM:	1235
No. of Phases:	4			4			4			4			4			4		
Volume / Capacity:	0.820			0.869			0.898			0.898			0.896			0.896		
Level of Service:	D			D			D			D			D			D		

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

Winnelka Avenue @ Nordhoff Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Winnelka Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA8
 Counts by: Accuthek

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ MITIGATION [2]				2005 W/ TDM						
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	
NB Left	1	109	1	116	0	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116	0	116	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
NB Thru	1	701	1	743	36	1425	1	761	27	1452	1	775	-60	1392	1	745	-6	1386	1	742	-	742	
Comb. T-R	1	701	1	743	0	743	1	761	0	761	1	775	0	775	1	745	0	745	1	742	0	742	
NB Right	0	-	0	-	0	98	0	98	0	98	0	98	0	98	0	98	0	98	0	0	0	0	
Comb. L-T-R	0	-	0	-	0	98	0	98	0	98	0	98	0	98	0	98	0	98	0	0	0	0	
SB Left	1	36	1	38	0	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	0	38	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
SB Thru	2	618	2	655	4	1313	2	657	3	1316	2	658	-60	1256	2	628	-1	1255	2	628	-	628	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
SB Right	1	572	1	606	8	614	1	614	0	614	1	614	-40	574	1	574	0	574	1	574	0	574	
Comb. L-T-R	0	-	0	-	0	614	0	614	0	614	0	614	0	614	0	614	0	614	0	0	0	0	
EB Left	1	166	1	176	63	239	1	239	0	239	1	239	-40	199	1	199	0	199	1	199	0	199	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
EB Thru	2	304	2	322	23	666	2	333	33	699	2	350	0	699	2	350	-7	692	2	346	-	346	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
EB Right [1]	1	62	1	66	0	66	1	66	0	66	1	66	0	66	1	66	0	66	1	66	0	66	
Comb. L-T-R	0	-	0	-	0	66	0	66	0	66	0	66	0	66	0	66	0	66	0	0	0	0	
WB Left	1	90	1	95	0	95	1	95	0	95	1	95	0	95	1	95	0	95	1	95	0	95	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
WB Thru	2	595	2	630	18	1278	2	639	4	1282	2	641	0	1282	2	641	-1	1281	2	641	-	641	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
WB Right [1]	1	14	1	15	0	15	1	15	0	15	1	15	0	15	1	15	0	15	1	15	0	15	
Comb. L-T-R	0	-	0	-	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0	0	0	0	
Crit. Volumes:	N-S:	737	N-S:	781	N-S:	799	N-S:	813	N-S:	813	N-S:	813	N-S:	813	N-S:	813	N-S:	813	N-S:	813	N-S:	813	N-S:
	E-W:	761	E-W:	806	E-W:	878	E-W:	880	E-W:	880	E-W:	880	E-W:	880	E-W:	880	E-W:	880	E-W:	880	E-W:	880	E-W:
	SUM:	1498	SUM:	1587	SUM:	1677	SUM:	1677	SUM:	1677	SUM:	1693	SUM:	1693	SUM:	1693	SUM:	1693	SUM:	1693	SUM:	1693	SUM:
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.998	1.058	1.118	1.129	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	1.082	
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Eastbound, and westbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Winneka Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMAB
 Counts by: Accutek

Winnelka Avenue @ Nordhoff Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM 15%					
	No. of Lanes	Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes			
NB Left	47	1	47	3	50	1	50	0	50	1	50	0	50	1	50	0	50	1	50		
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NB Thru	1194	1	648	72	1266	1	686	15	1280	1	694	7	1287	1	697	-60	1227	1	667		
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NB Right	101	0	648	6	107	1	686	0	107	1	697	0	107	1	667	0	107	1	667		
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	75	1	75	5	80	1	80	0	80	1	80	0	80	1	80	0	80	1	80		
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Thru	1164	2	582	70	1234	2	617	24	1258	2	629	26	1284	2	642	-60	1224	2	612		
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Right	265	1	265	16	281	1	281	47	328	1	328	0	328	1	328	-40	288	1	288		
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Left	320	1	320	19	339	1	339	7	346	1	346	0	346	1	346	-40	306	1	306		
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Thru	1335	2	507	80	1415	2	537	7	1422	2	539	8	1430	2	542	0	1430	2	542		
Comb. T-R	1	507	507	11	196	1	196	0	196	0	196	0	196	0	196	0	196	0	196		
EB Right	185	0	185	0	185	0	185	0	185	0	185	0	185	0	185	0	185	0	185		
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Left	136	1	136	8	144	1	144	0	144	1	144	0	144	1	144	0	144	1	144		
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Thru	670	2	252	40	710	2	267	8	718	2	271	32	750	2	281	0	750	2	281		
Comb. T-R	1	252	252	5	91	1	267	3	94	0	271	0	94	0	281	0	94	0	281		
WB Right	86	0	86	0	86	0	86	0	86	0	86	0	86	0	86	0	86	0	86		
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crit. Volumes:	N-S:	723	N-S:	766	N-S:	773	N-S:	777	N-S:	777	N-S:	777	N-S:	777	N-S:	747	N-S:	747	N-S:	746	
	E-W:	643	E-W:	681	E-W:	684	E-W:	686	E-W:	686	E-W:	686	E-W:	686	E-W:	686	E-W:	686	E-W:	686	
	SUM:	1365	SUM:	1447	SUM:	1457	SUM:	1463	SUM:	1463	SUM:	1463	SUM:	1463	SUM:	1433	SUM:	1433	SUM:	1432	
No. of Phases:	2			2			2			2			2			2			2		
Volume / Capacity:	0.910			0.965			0.971			0.975			0.955			0.955			0.955		
Level of Service:	E			E			E			E			E			E			E		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: Winnetka Avenue
 E-W St: Parthenia Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA9
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Parthenia Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

Date: 04/10/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]							
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume
NB Left	85	1	85	90	1	90	0	90	1	90	0	90	1	90	0	90	1	90	0	90	1	90	0	90
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1253	1	721	1328	1	764	12	1340	1	770	7	1347	1	773	-55	1292	1	746	-1	1291	1	745	-	-
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Right	188	0	11	199	0	0	0	199	0	0	0	199	0	0	0	199	0	0	0	199	0	0	0	0
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	201	1	201	213	1	213	0	213	1	213	0	213	1	213	0	213	1	213	0	213	1	213	0	213
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1322	1	733	1401	1	776	24	1425	1	788	26	1451	1	801	-55	1396	1	774	-6	1391	1	771	-	-
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Right	143	0	9	152	0	0	0	152	0	0	0	152	0	0	0	152	0	0	0	152	0	0	0	0
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	168	1	168	178	1	178	1	179	1	179	0	179	1	179	0	179	1	179	0	179	1	179	0	179
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1053	1	571	1116	1	605	8	1124	1	609	3	1127	1	611	0	1127	1	611	-1	1127	1	610	-	-
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Right	89	0	5	94	0	0	0	94	0	0	0	94	0	0	0	94	0	0	0	94	0	0	0	0
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	184	1	184	195	1	195	0	195	1	195	0	195	1	195	0	195	1	195	0	195	1	195	0	195
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	943	1	533	1000	1	565	6	1006	1	569	13	1019	1	575	0	1019	1	575	-3	1016	1	574	-	-
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right	123	0	7	130	0	0	1	132	0	0	0	132	0	0	0	132	0	0	0	132	0	0	0	0
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S: 922	E-W: 755	SUM: 1677	N-S: 977	E-W: 800	SUM: 1777	N-S: 983	E-W: 804	SUM: 1787	N-S: 986	E-W: 806	SUM: 1792	N-S: 959	E-W: 806	SUM: 1765	N-S: 958	E-W: 806	SUM: 1764						
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2						
Volume / Capacity:	1.118	1.185	1.191	1.195	1.176	1.176	1.176	1.176	1.176	1.176	1.176	1.176	1.176	1.176	1.176	1.176	1.176	1.176						
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F						

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

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: Winnetka Avenue
 E-W St: Roscoe Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA10
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Roscoe Boulevard
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM					
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume		
NB Left	125	1	125	8	133	1	133	0	133	1	133	0	133	0	133	1	133	0	133	0	133	1	133	0	133	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	
NB Thru	972	2	486	58	1030	2	515	34	1064	2	532	20	1084	2	542	2	542	-50	1034	2	517	-4	1029	2	515	
Comb. T-R	0	-	0	-	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	
NB Right [1]	101	1	101	6	107	1	107	0	107	1	107	0	107	0	107	1	107	0	107	0	107	0	107	0	107	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	
SB Left	120	1	120	7	127	1	127	0	127	1	127	0	127	0	127	1	127	0	127	0	127	0	127	0	127	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	
SB Thru	1276	1	691	77	1353	1	732	4	1357	1	734	2	1359	1	735	1	735	-50	1309	1	710	-1	1308	1	710	
Comb. T-R	1	691	1	732	1	732	1	734	1	734	1	735	1	735	1	735	1	735	1	710	1	710	1	710	1	710
SB Right	106	0	-	6	112	0	0	0	112	0	0	0	112	0	0	0	112	0	112	0	0	0	112	0	112	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	112	0	112	
EB Left	169	1	169	10	179	1	179	0	179	1	179	0	179	0	179	1	179	0	179	0	179	0	179	0	179	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	
EB Thru	801	2	303	48	849	2	321	4	853	2	322	33	886	2	333	2	333	0	886	2	333	-7	879	2	331	
Comb. T-R	1	303	1	321	1	321	1	322	1	322	1	333	1	333	1	333	1	333	1	333	1	333	1	331	1	331
EB Right	107	0	-	6	113	0	0	0	113	0	0	0	113	0	0	0	113	0	113	0	113	0	113	0	113	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	113	0	113	
WB Left	183	1	183	11	194	1	194	0	194	1	194	0	194	0	194	1	194	0	194	0	194	0	194	0	194	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	
WB Thru	993	2	375	60	1053	2	397	5	1058	2	399	4	1062	2	400	2	400	0	1062	2	400	-1	1061	2	400	
Comb. T-R	1	375	1	397	1	397	1	399	1	399	1	400	1	400	1	400	1	400	1	400	1	400	1	400	1	400
WB Right	131	0	-	8	139	0	0	0	139	0	0	0	139	0	0	0	139	0	139	0	139	0	139	0	139	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	139	0	139	
Crit. Volumes:	N-S: 816	E-W: 544	SUM: 1360	N-S: 865	E-W: 576	SUM: 1441	N-S: 867	E-W: 578	SUM: 1445	N-S: 868	E-W: 579	SUM: 1447	N-S: 868	E-W: 579	SUM: 1447	N-S: 843	E-W: 579	SUM: 1422	N-S: 843	E-W: 579	SUM: 1422	N-S: 843	E-W: 579	SUM: 1422		
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
Volume / Capacity:	0.989	1.048	1.051	1.053	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034	1.034		
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F		

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Functional right-turn only lane.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: Winnetka Avenue
 E-W St: Roscoe Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA10
 Counts by: Accuttek

CRITICAL MOVEMENT ANALYSIS

Winnelka Avenue @ Roscoe Boulevard
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM				
	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	
NB Left	141	1	141	8	149	1	149	0	149	1	149	0	149	1	149	0	149	1	149	0	149	1	149	0	149
Comb. L-T	0	-	494	59	1046	2	523	0	523	2	527	0	527	2	529	-50	1008	2	504	-1	1007	2	504	0	504
NB Thru	987	2	989	59	1046	2	523	0	523	2	527	0	527	2	529	-50	1008	2	504	-1	1007	2	504	0	504
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right [1]	126	1	126	8	134	1	134	0	134	1	134	0	134	1	134	0	134	1	134	0	134	1	134	0	134
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	183	1	183	11	194	1	194	0	194	1	194	0	194	1	194	0	194	1	194	0	194	1	194	0	194
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1052	1	1053	63	1115	1	606	24	1139	1	618	19	1158	1	628	-50	1108	1	603	-3	1105	1	601	0	601
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	92	0	92	6	98	0	98	0	98	0	98	0	98	0	98	0	98	0	98	0	98	0	98	0	98
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	153	1	153	9	162	1	162	1	163	1	163	0	163	1	163	0	163	1	163	0	163	1	163	0	163
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1134	2	1136	68	1202	2	430	15	1217	2	435	8	1225	2	437	0	1225	2	437	-1	1224	2	437	0	437
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	82	0	82	5	87	0	87	0	87	0	87	0	87	0	87	0	87	0	87	0	87	0	87	0	87
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	135	1	135	8	143	1	143	0	143	1	143	0	143	1	143	0	143	1	143	0	143	1	143	0	143
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	862	2	864	52	914	2	344	13	927	2	349	32	959	2	360	0	959	2	360	-5	954	2	358	0	358
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	112	0	112	7	119	0	119	1	120	0	120	0	120	0	120	0	120	0	120	0	120	0	120	0	120
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 713	E-W: 540	SUM: 1253	N-S: 756	E-W: 573	SUM: 1329	N-S: 768	E-W: 578	SUM: 1346	N-S: 777	E-W: 580	SUM: 1358	N-S: 752	E-W: 580	SUM: 1333	N-S: 751	E-W: 580	SUM: 1331							
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4							
Volume / Capacity:	0.912	0.966	0.979	0.987	0.969	0.968	0.968	0.968	0.968	0.968	0.968	0.968	0.968	0.968	0.968	0.968	0.968	0.968							
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E							

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

Notes: [1] Functional right-turn only lane.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: Winnetka Avenue
 E-W St: Victory Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA11
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Victory Boulevard
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

Date: 03/19/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM														
	Volume	No. of Lanes	Lane Volume	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane		
NB Left	66	1	66	4	70	1	70	1	70	0	70	1	70	0	70	1	70	1	70	0	70	1	70	1	70	0	70	1	70	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	777	1	466	47	823	1	494	1	494	13	836	1	500	-20	816	1	490	1	489	-3	813	1	489	1	489	-3	813	1	489	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	155	0	0	9	164	0	0	0	164	0	164	0	0	0	164	0	0	0	164	0	164	0	164	0	164	0	164	0	164	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	109	1	109	7	116	1	116	1	116	0	116	1	116	0	116	1	116	1	116	0	116	1	116	1	116	0	116	1	116	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1266	2	633	76	1341	2	671	2	671	2	1343	2	672	-20	1323	2	662	2	662	-20	1323	2	662	2	662	-20	1323	2	662	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	215	0	0	13	228	1	228	1	228	0	228	1	228	0	228	1	228	1	228	0	228	1	228	1	228	0	228	1	228	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	63	1	63	4	66	1	66	1	66	0	66	1	66	0	66	1	66	1	66	0	66	1	66	1	66	0	66	1	66	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1298	2	499	78	1376	2	529	2	529	0	1376	2	529	0	1376	2	529	2	529	0	1376	2	529	2	529	0	1376	2	529	
Comb. T-R	1	1	499	1	529	1	529	1	529	1	529	1	529	1	529	1	529	1	529	1	529	1	529	1	529	1	529	1	529	
EB Right	198	0	0	12	210	0	0	0	210	0	210	0	0	0	210	0	0	0	210	0	210	0	210	0	210	0	210	0	210	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	167	1	167	10	177	1	177	1	177	0	177	1	177	0	177	1	177	1	177	0	177	1	177	1	177	0	177	1	177	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1437	2	501	86	1523	2	531	2	531	0	1523	2	531	0	1523	2	531	2	531	0	1523	2	531	2	531	0	1523	2	531	
Comb. T-R	1	1	501	1	531	1	531	1	531	1	531	1	531	1	531	1	531	1	531	1	531	1	531	1	531	1	531	1	531	
WB Right	65	0	0	4	69	0	0	0	69	0	69	0	0	0	69	0	0	0	69	0	69	0	69	0	69	0	69	0	69	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 698	E-W: 665	SUM: 1364	N-S: 740	E-W: 705	SUM: 1445	N-S: 740	E-W: 705	SUM: 1445	N-S: 741	E-W: 705	SUM: 1446	N-S: 741	E-W: 705	SUM: 1446	N-S: 731	E-W: 705	SUM: 1436	N-S: 731	E-W: 705	SUM: 1436	N-S: 731	E-W: 705	SUM: 1436	N-S: 731	E-W: 705	SUM: 1436	N-S: 731	E-W: 705	SUM: 1436
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	0.887	D	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	0.914	
Level of Service:	D	D	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes an additional 0.07 reduction due to the installation of ATCS.
 ** V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATCS to ATCS.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA11
 Counts by: Accufek

CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Victory Boulevard
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

Date: 03/19/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	136	1	136	1	145	0	145	1	145	0	145	1	145	0	145	1	145	0	145	1	145	0	145	1	145
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1209	1	700	1	742	0	1282	1	742	3	1285	1	744	-20	1265	1	734	-1	1264	1	734	-1	1264	1	734
Comb. T-R	1	700	700	1	742	0	1282	1	742	3	1285	1	744	-20	1265	1	734	-1	1264	1	734	-1	1264	1	734
NB Right	192	0	0	0	203	0	203	0	203	0	203	0	203	0	203	0	203	0	203	0	203	0	203	0	203
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	105	1	105	1	111	0	111	1	111	0	111	1	111	0	111	1	111	0	111	1	111	0	111	1	111
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	796	2	398	2	422	0	844	2	422	13	857	2	428	-20	837	2	418	-3	834	2	417	-3	834	2	417
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	109	1	109	1	116	0	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	236	1	236	1	251	0	251	1	251	0	251	1	251	0	251	1	251	0	251	1	251	0	251	1	251
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1742	2	648	2	687	0	1847	2	687	0	1847	2	687	0	1847	2	687	0	1847	2	687	0	1847	2	687
Comb. T-R	1	648	648	1	687	0	1847	1	687	0	1847	1	687	0	1847	1	687	0	1847	1	687	0	1847	1	687
EB Right	203	0	0	0	215	0	215	0	215	0	215	0	215	0	215	0	215	0	215	0	215	0	215	0	215
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	153	1	153	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1419	2	514	2	545	0	1504	2	545	0	1504	2	545	0	1504	2	545	0	1504	2	545	0	1504	2	545
Comb. T-R	1	514	514	1	545	0	1504	1	545	0	1504	1	545	0	1504	1	545	0	1504	1	545	0	1504	1	545
WB Right	123	0	0	0	131	0	131	0	131	0	131	0	131	0	131	0	131	0	131	0	131	0	131	0	131
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 805	805	854	N-S: 854	854	N-S: 855	855	N-S: 854	854	N-S: 855	855	N-S: 854	854	N-S: 855	855	N-S: 845	845	N-S: 845	845	N-S: 845	845	N-S: 845	845	N-S: 845	845
	E-W: 801	801	849	E-W: 849	849	E-W: 849	849	E-W: 849	849	E-W: 849	849	E-W: 849	849	E-W: 849	849	E-W: 849	849	E-W: 849	849	E-W: 849	849	E-W: 849	849	E-W: 849	849
	SUM: 1606	1606	1703	SUM: 1703	1703	SUM: 1704	1704	SUM: 1703	1703	SUM: 1704	1704	SUM: 1703	1703	SUM: 1704	1704	SUM: 1694	1694	SUM: 1694	1694	SUM: 1694	1694	SUM: 1694	1694	SUM: 1694	1694
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	1.057	1.057	1.095	1.095	1.095	1.095	1.095	1.095	1.095	1.095	1.095	1.095	1.095	1.095	1.095	1.089	1.089	1.089	1.089	1.089	1.089	1.089	1.089	1.089	1.089
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phases=1500, 3 Phase=1425, 4+ Phases=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.07 reduction due to the installation of ATSSAC.
 ** V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATSSAC to ATCS.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: Corbin Avenue
 E-W St: Rinaldi Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA12
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Rinaldi Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS [1]			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM			
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	
NB Left	66	1	66	4	70	1	70	81	83	2	83	0	151	2	83	0	151	2	83
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	0	-	0	-	0
NB Thru	37	0	37	2	39	2	39	24	63	1	63	4	67	1	67	-50	17	1	16
Comb. T-R	0	-	0	0	-	0	0	-	105	1	105	0	0	1	105	0	0	1	105
NB Right	86	1	86	5	91	1	91	14	105	0	105	0	105	0	105	0	105	0	105
Comb. L-T-R	0	-	0	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
SB Left	113	1	113	7	120	1	120	79	198	2	109	0	198	2	109	0	198	2	109
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	0	-	0	-	0
SB Thru	80	1	80	5	85	1	85	27	111	1	70	33	144	1	87	-50	94	1	62
Comb. T-R	1	54	54	1	57	1	57	1	70	1	87	1	87	1	87	1	87	1	87
SB Right	28	0	28	2	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30
Comb. L-T-R	0	-	0	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
EB Left	37	1	37	2	39	1	39	0	39	1	39	0	39	1	39	0	39	1	39
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	0	-	0	-	0
EB Thru	203	2	203	12	215	2	215	126	341	2	170	0	341	2	170	0	341	2	170
Comb. T-R	0	-	0	0	-	0	0	-	0	0	-	0	-	0	0	-	0	-	0
EB Right	388	0	388	23	411	1	411	34	445	1	445	0	445	1	445	0	445	1	445
Comb. L-T-R	0	-	0	0	-	0	0	-	0	0	-	0	-	0	0	-	0	-	0
WB Left	432	1	432	26	458	1	458	113	571	1	571	0	571	1	571	0	571	1	571
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	0	-	0	-	0
WB Thru	348	1	348	21	369	1	369	234	603	1	348	0	603	1	348	0	603	1	348
Comb. T-R	1	208	208	1	208	1	208	1	348	1	348	1	348	1	348	1	348	1	348
WB Right	67	0	67	4	71	0	71	23	94	0	94	0	94	0	94	0	94	0	94
Comb. L-T-R	0	-	0	0	-	0	0	-	0	0	-	0	-	0	0	-	0	-	0
Crit. Volumes:	N-S: 132	E-W: 787	SUM: 919	N-S: 139	E-W: 834	SUM: 974	N-S: 214	E-W: 975	SUM: 1189	N-S: 214	E-W: 975	SUM: 1189	N-S: 214	E-W: 975	SUM: 1189	N-S: 214	E-W: 975	SUM: 1189	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.612	0.549	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693
Level of Service:	B	A	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one exci. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from exci. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.
 [1] Porter Ranch mitigation includes re-striping the northbound and southbound approaches to provide 2 left-turn lanes, 1 through lane, and 1 shared through/right-turn lane.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Rinaldi Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

N-S St: Corbin Avenue
 E-W St: Rinaldi Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA12
 Counts by: Accutiek

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [1]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM							
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	No. of Lanes	Volume	Lane Volume	Total Volume		
NB Left	220	1	220	13	233	1	233	203	240	2	240	0	436	2	240	0	436	2	240	0	436	2	240	0	436	2	240	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	135	2	68	8	72	2	143	99	242	1	242	32	274	1	274	-50	224	1	224	-7	217	1	217	1	217	1	217	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	315	1	315	19	334	0	334	6	340	0	340	0	340	0	340	0	340	0	340	0	340	0	340	0	340	0	340	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	101	1	101	6	107	1	107	135	242	2	242	0	242	2	242	0	242	2	242	0	242	2	242	0	242	2	242	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	61	1	54	4	65	1	65	68	132	1	132	8	140	1	140	-50	90	1	90	-2	89	1	89	1	89	1	89	
Comb. T-R	1	54	54	0	54	1	54	0	54	1	54	0	54	1	54	0	54	1	54	0	54	1	54	0	54	1	54	
SB Right	46	0	46	3	49	0	49	1	49	0	49	0	49	0	49	0	49	0	49	0	49	0	49	0	49	0	49	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	67	1	67	4	71	1	71	1	72	1	72	0	72	1	72	0	72	1	72	0	72	1	72	0	72	1	72	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	679	2	340	41	720	0	720	296	1015	2	1015	0	1015	2	1015	0	1015	2	1015	0	1015	2	1015	0	1015	2	1015	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	124	1	124	7	131	1	131	103	234	1	234	0	234	1	234	0	234	1	234	0	234	1	234	0	234	1	234	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	167	1	167	10	177	1	177	21	198	1	198	0	198	1	198	0	198	1	198	0	198	1	198	0	198	1	198	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	581	1	334	35	616	1	616	253	869	1	869	0	869	1	869	0	869	1	869	0	869	1	869	0	869	1	869	
Comb. T-R	1	334	334	0	334	1	334	0	334	1	334	0	334	1	334	0	334	1	334	0	334	1	334	0	334	1	334	
WB Right	87	0	87	5	92	0	92	112	204	0	204	0	204	0	204	0	204	0	204	0	204	0	204	0	204	0	204	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 333				N-S: 352				N-S: 473				N-S: 473				N-S: 473				N-S: 473				N-S: 473			
	E-W: 507				E-W: 537				E-W: 705				E-W: 705				E-W: 705				E-W: 705				E-W: 705			
	SUM: 839				SUM: 889				SUM: 1178				SUM: 1178				SUM: 1178				SUM: 1178				SUM: 1178			
No. of Phases:	2				2				2				2				2				2				2			
Volume / Capacity:	0.559				0.493				0.686				0.686				0.686				0.686				0.686			
Level of Service:	A				A				B				B				B				B				B			

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSAC/TCS.
 [1] Porter Ranch mitigation includes re-striping the northbound and southbound approaches to provide 2 left-turn lanes, 1 through lane, and 1 shared through/right-turn lane.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: Corbin Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA13
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS
 Corbin Avenue @ Devonshire Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS [2]			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [3]			2005 W/ TDM				
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane		
NB Left	77	1	77	5	82	1	82	1	80	2	82	1	82	0	82	1	82	-0	81	
Comb. L-T	0	-	-	-	-	0	-	-	-	-	0	0	-	-	-	0	-	-	0	
NB Thru	215	1	148	13	228	1	157	294	192	7	301	1	196	-90	211	1	151	-2	210	
Comb. T-R	1	148	1	148	1	157	1	192	1	196	1	196	1	196	1	196	1	151	1	
NB Right [1]	270	1	189	16	286	1	200	298	1	209	2	300	1	210	0	300	1	210	-0	300
Comb. L-T-R	0	-	-	-	-	0	-	-	0	-	0	0	-	-	-	0	-	-	0	
SB Left	26	1	26	2	28	1	28	27	1	27	0	27	1	27	0	27	1	27	0	27
Comb. L-T	0	-	-	-	-	0	-	-	0	-	0	-	-	-	-	0	-	-	0	
SB Thru	1056	1	596	63	1119	1	632	1335	2	496	53	1388	2	514	-90	1298	2	484	-12	1286
Comb. T-R	1	596	1	596	1	632	1	496	1	496	1	514	1	514	1	484	1	484	1	480
SB Right	136	0	-	8	144	0	-	11	155	0	155	0	-	0	155	0	-	0	155	
Comb. L-T-R	0	-	-	-	-	0	-	-	0	-	0	-	-	-	-	0	-	-	0	
EB Left	45	1	45	3	48	1	48	13	61	0	61	1	61	0	61	1	61	0	61	
Comb. L-T	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	0	
EB Thru	1013	2	507	61	1074	2	537	29	1103	0	1103	2	551	0	1103	2	551	0	1103	
Comb. T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	0	-	0	-	0	-	
EB Right	120	1	120	7	127	1	127	-1	127	13	140	1	140	0	140	1	140	-3	137	
Comb. L-T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	0	-	0	-	0	-	
WB Left	570	2	314	34	604	2	332	10	614	13	627	2	345	0	627	2	345	-3	624	
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	0	
WB Thru	1552	1	780	93	1645	1	827	10	1655	0	1655	1	830	0	1655	1	830	0	1655	
Comb. T-R	1	780	1	780	1	827	1	830	1	830	1	830	1	830	1	830	1	830	1	
WB Right	8	0	-	0	8	0	-	-5	4	0	4	0	-	0	4	0	-	0	4	
Comb. L-T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	0	-	0	-	0	-	
Crt. Volumes:	N-S: 673	E-W: 825	SUM: 1498	N-S: 713	E-W: 875	SUM: 1588	N-S: 576	E-W: 890	SUM: 1467	N-S: 586	E-W: 896	SUM: 1482	N-S: 566	E-W: 896	SUM: 1462	N-S: 562	E-W: 895	SUM: 1456		
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	F	1.051	F	1.014	F	0.929	E	0.947	E	0.926	E	0.926	E	0.926	E	0.926	E	0.926	E	
Level of Service:	F		F		F		E		E		E		E		E		E		E	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phases=1500, 3 Phases=1425, 4+ Phases=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATCS.

Notes:
 [1] Northbound right-turn overlapping phase with westbound left-turn phase.
 [2] Porter Ranch mitigation includes restriping to provide 1 left-turn, 2 through, and 1 shared through-right turn lane in the southbound direction.
 [3] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Devonshire Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

N-S St: Corbin Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA13
 Counts by: Accutek

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS [2]			2005 W/ MITIGATION [3]			2005 W/ TDM		
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	Added Volume	No. of Lanes	Volume	Added Volume	No. of Lanes	Volume	Added Volume	No. of Lanes	Volume
NB Left	108	1	108	1	114	6	109	1	109	1	122	0	122	1	119
Comb. L-T	0	-	0	0	-	0	0	0	0	0	-	-	536	0	-
NB Thru	678	1	430	1	456	212	930	1	553	1	581	-90	536	1	881
Comb. T-R	1	430	1	456	1	553	1	553	1	581	1	536	1	530	1
NB Right [1]	609	1	426	1	452	37	646	1	410	1	420	0	420	1	596
Comb. L-T-R	0	0	0	0	0	0	586	0	0	0	599	0	420	0	-3
SB Left	29	1	29	1	31	2	31	1	27	1	27	0	27	1	27
Comb. L-T	0	-	0	0	-	0	0	0	0	0	-	-	186	0	-
SB Thru	365	1	223	1	236	22	387	2	212	2	216	-90	186	2	459
Comb. T-R	1	223	1	236	1	236	1	212	1	216	1	186	1	186	1
SB Right	80	0	-	0	-	5	85	0	0	0	98	0	0	0	98
Comb. L-T-R	0	0	0	0	0	0	98	0	0	0	98	0	0	0	0
EB Left	134	1	134	1	142	8	142	1	177	1	177	0	177	1	177
Comb. L-T	0	-	0	0	-	0	0	0	0	0	-	-	749	0	-
EB Thru	1404	2	702	2	744	84	1488	2	749	2	749	0	749	2	1497
Comb. T-R	0	-	0	0	-	0	0	0	0	0	-	-	0	0	0
EB Right	103	1	103	1	109	6	109	1	99	1	102	0	102	1	102
Comb. L-T-R	0	0	0	0	0	0	109	0	0	0	102	0	102	0	-1
WB Left	330	2	182	2	192	20	350	2	189	2	191	0	191	2	346
Comb. L-T	0	-	0	0	-	0	0	0	0	0	-	-	0	0	0
WB Thru	938	1	474	1	502	56	994	1	502	1	502	0	502	1	988
Comb. T-R	1	474	1	502	1	502	1	502	1	502	1	502	1	502	1
WB Right	10	0	-	0	-	1	11	0	0	0	16	0	0	0	16
Comb. L-T-R	0	0	0	0	0	0	16	0	0	0	16	0	0	0	0
Crit. Volumes:	N-S:	459	N-S:	487	N-S:	580	N-S:	608	N-S:	608	N-S:	563	N-S:	557	
	E-W:	884	E-W:	937	E-W:	938	E-W:	939	E-W:	939	E-W:	939	E-W:	939	
	SUM:	1343	SUM:	1423	SUM:	1518	SUM:	1548	SUM:	1548	SUM:	1503	SUM:	1496	
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.942	0.899	0.965	0.986	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954
Level of Service:	E	D	E	E	E	E	E	E	E	E	E	E	E	E	E

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATCS.
 Northbound right-turn overlapping phase with westbound left-turn phase.
 Porter Ranch mitigation includes restriping to provide left-turn, 2 through, and 1 shared through-right turn lane in the southbound direction.

[1] [2]

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N-S St: Corbin Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA14
 Counts by: Accuflex

CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Lassen Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM			15% No. of Lanes		
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume			
NB Left	117	1	117	1	124	0	124	1	124	0	124	0	124	1	124	0	124	0	124	1	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0
NB Thru	477	2	239	2	253	74	579	2	290	11	590	2	295	2	240	-3	478	2	239	2	
Comb. T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0
NB Right	61	1	61	4	65	0	65	1	65	2	67	1	67	0	67	-	66	1	66	1	
Comb. L-T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0
SB Left	35	1	35	2	37	13	50	1	50	0	50	1	50	1	50	0	50	1	50	1	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0
SB Thru	1566	1	832	94	1660	180	1840	1	975	87	1927	1	1018	1	963	-19	1798	1	954	1	
Comb. T-R	1	832	832	1	881	1	881	1	975	1	1018	1	1018	1	963	0	110	1	954	1	
SB Right	97	0	97	6	103	0	103	0	110	0	110	0	110	0	110	0	110	0	110	0	
Comb. L-T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0
EB Left	54	1	54	3	57	1	58	1	58	0	58	1	58	1	58	0	58	1	58	1	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0
EB Thru	987	1	550	59	1046	0	1046	1	583	0	1046	1	1046	1	583	0	1046	1	583	1	
Comb. T-R	1	550	550	1	583	1	583	1	583	1	583	1	583	1	583	0	120	1	583	1	
EB Right	113	0	113	7	120	0	120	0	120	0	120	0	120	0	120	0	120	0	120	0	
Comb. L-T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0
WB Left	200	1	200	12	212	0	212	1	212	13	225	1	225	1	225	-3	222	1	222	1	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0
WB Thru	1149	1	590	69	1218	0	1218	1	626	0	1218	1	1218	1	626	0	1218	1	626	1	
Comb. T-R	1	590	590	1	625	1	625	1	626	1	626	1	626	1	626	0	34	1	626	1	
WB Right	31	0	31	2	33	0	33	0	34	0	34	0	34	0	34	0	34	0	34	0	
Comb. L-T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0
Crit. Volumes:	N-S: 949	E-W: 750	SUM: 1699	N-S: 1005	E-W: 795	SUM: 1800	N-S: 1099	E-W: 795	SUM: 1894	N-S: 1142	E-W: 808	SUM: 1950	N-S: 1087	E-W: 808	SUM: 1895	N-S: 1078	E-W: 805	SUM: 1883			
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1.132	1.200	1.263	1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300	1.300
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Lassen Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

Date: 03/27/2003
 Date of Count: 2002
 Projection Year: 2005

Corbin Avenue
 Lassen Street
 Krausz Companies Northridge / 1-023166-1
 CMA14
 Accuthek

2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM				
No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	
153	1	153	9	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162
1374	2	687	82	1456	2	728	117	1573	2	787	84	1657	2	829	-110	1547	2	774	-18	1529	2	765	0	765
240	0	240	14	254	1	254	0	254	1	254	13	267	0	267	0	267	1	267	-3	265	1	265	0	265
24	1	24	1	25	1	25	3	28	1	28	0	28	1	28	0	28	1	28	0	28	1	28	0	28
646	1	353	39	685	1	374	126	810	1	438	22	832	1	449	-110	722	1	394	-4	719	1	392	0	392
60	0	353	4	64	1	374	3	66	0	438	0	66	0	449	0	66	0	394	0	66	0	392	0	392
67	1	67	4	71	1	71	3	74	1	74	0	74	1	74	0	74	1	74	0	74	1	74	0	74
1085	1	590	65	1150	1	625	0	1150	1	625	0	1150	1	625	0	1150	1	625	0	1150	1	625	0	625
95	0	590	6	101	1	625	0	101	1	625	0	101	1	625	0	101	1	625	0	101	1	625	0	625
119	1	119	7	126	1	126	0	126	1	126	3	129	1	129	0	129	1	129	-1	129	1	129	0	129
552	1	294	33	585	1	311	0	585	1	312	0	585	1	312	0	585	1	312	0	585	1	312	0	312
35	0	294	2	37	1	311	3	40	1	312	0	40	1	312	0	40	1	312	0	40	1	312	0	312
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N-S:	711	711	754	754	N-S:	815	815	815	N-S:	857	857	857	N-S:	802	802	802	N-S:	802	802	802	N-S:	793	793	793
E-W:	709	709	752	752	E-W:	752	752	752	E-W:	755	755	755	E-W:	755	755	755	E-W:	755	755	755	E-W:	754	754	754
SUM:	1420	1420	1505	1505	SUM:	1566	1566	1566	SUM:	1611	1611	1611	SUM:	1556	1556	1556	SUM:	1556	1556	1556	SUM:	1547	1547	1547
2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
0.947	E	0.947	1.003	1.003	F	1.044	1.044	1.044	F	1.074	1.074	1.074	F	1.037	1.037	1.037	F	1.037	1.037	F	1.031	1.031	1.031	

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

[1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Plummer Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Corbin Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA15
 Counts by: Accutek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION (1)			2005 W/ TDM					
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	Added Volume	No. of Lanes	Volume	Total	Added Volume	No. of Lanes	Volume	Total	
NB Left	137	1	137	1	145	1	145	1	145	1	146	1	146	1	121	1	121	1	121	1	121
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	571	1	334	1	354	1	389	1	389	1	397	1	397	2	282	2	282	2	282	2	280
Comb. T-R	1	1	334	1	354	1	389	1	389	1	397	1	397	0	0	0	0	0	0	0	0
NB Right	96	0	6	102	0	6	102	0	102	0	106	0	106	0	106	1	106	1	106	1	105
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	96	1	96	1	102	1	102	1	107	1	107	1	107	1	107	1	107	1	107	1	107
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1386	1	805	1	853	1	950	1	950	1	1004	1	1004	1	941	1	941	1	941	1	930
Comb. T-R	1	1	805	1	853	1	950	1	950	1	1004	1	1004	0	0	0	0	0	0	0	0
SB Right	223	0	13	236	0	13	236	0	241	0	241	0	241	0	241	0	241	0	241	0	241
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	27	1	27	1	29	1	29	1	30	1	30	1	30	1	30	1	30	1	30	1	30
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	393	1	259	1	275	1	275	1	275	1	285	1	285	1	272	1	272	1	272	1	270
Comb. T-R	1	1	259	1	275	1	275	1	275	1	285	1	285	0	0	0	0	0	0	0	0
EB Right	125	0	8	133	0	8	133	0	133	0	140	0	140	0	115	0	115	0	115	0	113
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	289	1	289	1	306	1	306	1	308	1	341	1	341	1	341	1	341	1	341	1	334
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	908	1	462	1	489	1	490	1	490	1	491	1	491	1	491	1	491	1	491	1	491
Comb. T-R	1	1	462	1	489	1	490	1	490	1	491	1	491	0	0	0	0	0	0	0	0
WB Right	15	0	1	16	0	1	16	0	17	0	17	0	17	0	17	0	17	0	17	0	17
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 942	E-W: 548	SUM: 1490	N-S: 998	E-W: 581	SUM: 1579	N-S: 1095	E-W: 583	SUM: 1678	N-S: 1150	E-W: 626	SUM: 1776	N-S: 1062	E-W: 613	SUM: 1676	N-S: 1051	E-W: 604	SUM: 1655			
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.993	1.053	1.119	1.184	1.103	1.117	1.103	1.117	1.103	1.117	1.103	1.117	1.103	1.117	1.103	1.117	1.103	1.117	1.103	1.117	1.103
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Plummer Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

N-S St: Corbin Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA15
 Counts by: Accutek

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM 15%								
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	Added	Lane Volume	No. of Lanes	Volume	Total	Added	Lane Volume	No. of Lanes	Volume			
NB Left	1	121	7	1	128	0	1	128	1	134	1	134	-25	109	1	109	-1	108	1	108	1	108		
Comb. L-T	0	-	85	0	-	889	1	889	0	-	0	-	1019	-125	1603	2	801	-22	1581	2	790	0	790	
NB Thru	1	839	16	1	889	0	1	889	1	951	1	951	0	0	0	0	0	0	0	0	0	0	0	
Comb. T-R	0	-	16	0	-	279	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	0	-	16	0	-	279	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	-	16	0	-	279	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	1	111	7	1	118	3	1	120	1	120	0	120	0	120	1	120	0	120	1	120	1	120	1	120
Comb. L-T	0	-	40	0	-	376	1	376	1	434	1	434	-125	715	0	385	-5	710	1	383	0	383	1	383
SB Thru	1	355	3	1	376	0	1	376	1	434	1	434	0	56	1	385	0	56	1	383	1	383	1	383
Comb. T-R	0	-	3	0	-	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	0	-	3	0	-	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	-	3	0	-	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	1	268	16	1	284	3	1	287	1	287	0	287	0	287	1	287	0	287	1	287	1	287	1	287
Comb. L-T	0	-	58	0	-	591	1	591	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1	558	9	1	591	0	1	591	1	1030	1	1030	3	1033	1	594	-1	1033	1	581	1	581	1	581
Comb. T-R	0	-	9	0	-	153	0	153	0	0	0	0	2	155	0	594	0	155	0	581	1	581	1	581
EB Right	0	-	9	0	-	153	0	153	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	-	9	0	-	153	0	153	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	1	99	6	1	105	9	1	114	1	114	8	122	0	122	1	122	-2	120	1	120	1	120	1	120
Comb. L-T	0	-	25	0	-	269	1	269	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1	254	6	1	269	0	1	269	1	435	13	448	0	448	1	276	-3	445	1	275	1	275	1	275
Comb. T-R	0	-	6	0	-	103	0	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	0	-	6	0	-	103	0	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	-	6	0	-	103	0	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	950	1007	N-S:	1007	1072	N-S:	1140	N-S:	1140	1140	1140	0	122	N-S:	922	922	0	120	N-S:	910	910	910	910
	E-W:	657	696	E-W:	696	705	E-W:	716	E-W:	716	716	716	0	0	E-W:	703	703	-3	445	E-W:	701	701	701	
	SUM:	1607	1703	SUM:	1703	1777	SUM:	1855	SUM:	1855	1855	1855	0	105	SUM:	1625	1625	0	105	SUM:	1612	1612	1612	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	F	1.071	F	1.136	F	1.185	F	1.237	F	1.237	F	1.237	F	1.083	F	1.083	F	1.075	F	1.075	F	1.075	F	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: Corbin Avenue
 E-W St: Prairie Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA16
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Prairie Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM			
	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	
NB Left	182	1	182	11	193	1	193	1	193	6	199	1	199	0	199	1	199	-1	198
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1086	1	574	65	1151	1	608	1	639	7	1221	1	643	-150	1071	2	378	-2	1069
Comb. T-R	1	574	1	608	1	639	1	643	1	643	1	643	1	643	1	643	1	378	1
NB Right	61	0	61	4	65	0	65	0	65	0	65	0	65	0	65	0	65	0	65
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	40	1	40	2	42	1	42	1	47	5	47	1	141	0	141	1	141	-20	121
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1225	1	670	74	1299	1	710	1	805	53	1502	1	831	-150	1352	1	756	-12	1340
Comb. T-R	1	670	1	710	1	805	1	831	1	805	1	831	1	831	1	831	1	756	1
SB Right	114	0	114	7	121	0	121	0	121	41	161	0	161	0	161	0	161	0	161
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	13	1	13	1	14	1	14	1	20	6	20	1	20	0	20	1	20	0	20
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	15	0	15	1	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Comb. T-R	1	43	1	46	1	46	1	46	1	46	1	146	1	146	1	146	1	146	1
EB Right	28	0	28	2	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	18	1	18	1	19	1	19	1	19	0	19	1	19	0	19	1	19	0	19
Comb. L-T	0	-	0	4	68	0	68	0	68	0	68	0	68	0	68	0	68	0	68
WB Thru	64	0	64	4	68	0	68	0	68	7	75	0	75	0	75	0	75	-2	73
Comb. T-R	1	82	1	87	1	87	1	88	1	88	1	106	1	106	1	106	1	106	1
WB Right	18	0	18	1	19	0	19	0	19	11	31	0	31	0	31	0	31	-3	29
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 852	N-S: 903	N-S: 998	N-S: 998	N-S: 1030	N-S: 948	N-S: 955	N-S: 1030	N-S: 948	N-S: 955	N-S: 948	N-S: 955	N-S: 1030	N-S: 948	N-S: 955	N-S: 948	N-S: 955	N-S: 1030	N-S: 948
	E-W: 95	E-W: 101	E-W: 108	E-W: 108	E-W: 165	E-W: 143	E-W: 165	E-W: 165	E-W: 143	E-W: 165	E-W: 143	E-W: 165	E-W: 165	E-W: 143	E-W: 165	E-W: 143	E-W: 165	E-W: 143	E-W: 165
	SUM: 947	SUM: 1003	SUM: 1106	SUM: 1106	SUM: 1195	SUM: 1120	SUM: 1120	SUM: 1195	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1195	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1120	SUM: 1195	SUM: 1091
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.631	0.669	0.737	0.737	0.797	0.727	0.747	0.797	0.727	0.747	0.727	0.747	0.797	0.727	0.747	0.727	0.747	0.797	0.727
Level of Service:	B	B	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

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

Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Prairie Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Corbin Avenue
 E-W St: Prairie Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA16
 Counts by: Accutek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM								
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume		
NB Left	45	1	45	3	48	1	48	1	48	45	93	1	93	0	93	1	93	-10	83	1	83	0	-	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1530	1	784	92	1622	1	831	1	881	52	1774	1	907	-150	1624	2	555	-11	1613	2	551	1	551	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	38	1	784	2	40	0	0	0	0	0	40	0	0	0	40	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	34	1	34	2	36	1	36	1	37	24	61	1	61	0	61	1	61	-4	57	1	57	0	-	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1096	1	571	66	1162	1	605	1	661	14	1283	1	668	-150	1133	1	593	-2	1131	1	591	1	591	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	45	0	571	3	48	0	0	0	0	0	52	0	0	0	52	0	0	0	52	0	52	0	0	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	224	1	224	13	237	1	237	1	268	0	268	1	268	0	268	1	268	0	268	1	268	0	-	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	136	0	144	8	144	0	0	0	14	158	0	0	0	0	158	0	0	-2	156	0	156	0	-	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	138	0	274	8	146	0	0	0	12	158	0	0	0	0	158	0	0	-2	156	0	156	0	-	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	83	1	83	5	88	1	88	1	88	0	88	1	88	0	88	1	88	0	88	1	88	0	-	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	60	0	64	4	64	0	0	0	52	116	0	0	0	0	116	0	0	-11	105	0	105	0	-	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	53	0	113	3	56	0	0	0	91	150	0	0	0	0	150	0	0	-20	130	0	130	0	-	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	818	867	N-S:	918	N-S:	968	N-S:	968	N-S:	968	N-S:	968	N-S:	968	N-S:	685	N-S:	674	N-S:	674	N-S:	674	N-S:
	E-W:	357	378	E-W:	390	E-W:	533	E-W:	533	E-W:	533	E-W:	533	E-W:	533	E-W:	533	E-W:	503	E-W:	503	E-W:	503	E-W:
	SUM:	1175	1246	SUM:	1309	SUM:	1502	SUM:	1502	SUM:	1502	SUM:	1502	SUM:	1502	SUM:	1219	SUM:	1177	SUM:	1177	SUM:	1177	SUM:
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.783	0.830	0.872	0.872	0.872	1.001	1.001	1.001	1.001	1.001	1.001	1.001	1.001	1.001	1.001	1.001	1.001	0.812	0.812	0.812	0.812	0.812	0.812	
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	C	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Nordhoff Place/Nordhoff Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

N-S St: Corbin Avenue
 E-W St: Nordhoff Place/Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA17
 Counts by: Accutrek

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ MITIGATION [1]				2005 W/ TDM							
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume		
NB Left	80	1	80	5	85	1	85	0	85	1	85	0	85	1	85	0	85	1	85	1	85	0	85	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	957	2	479	57	1015	2	507	55	1070	2	535	67	1137	2	568	-160	977	2	374	2	374	-15	962	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	29	1	29	2	31	1	31	0	31	1	31	114	145	1	145	0	145	1	374	1	374	-25	120	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	53	1	53	3	56	1	56	5	61	1	61	0	61	1	61	0	61	1	61	1	61	0	61	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1249	2	430	75	1324	2	456	138	1462	2	502	8	1470	2	505	-160	1310	2	452	2	452	-2	1308	
Comb. T-R	1	430	1	430	1	456	1	502	1	502	1	502	1	505	1	505	0	45	1	452	1	452	0	451
SB Right	41	0	0	2	44	0	0	1	45	0	0	0	45	0	0	0	45	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	7	1	7	0	7	1	7	1	9	1	9	0	9	1	9	0	9	1	9	1	9	0	9	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	5	1	5	0	5	1	5	31	36	1	36	7	43	1	43	0	43	1	43	1	43	-2	42	
Comb. T-R	1	40	1	40	1	43	1	43	1	43	1	43	0	43	1	43	0	43	1	43	1	43	0	43
EB Right	40	0	0	2	43	0	0	0	43	0	0	0	43	0	0	0	43	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	58	1	58	3	61	1	61	0	61	1	61	14	75	1	75	0	75	1	75	1	75	-3	72	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	100	1	100	6	106	1	106	232	338	1	338	1	339	1	339	0	339	1	339	1	339	-0	339	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	153	1	153	9	162	1	162	1	163	1	163	0	163	1	163	0	163	1	163	1	163	0	163	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 531	E-W: 133	SUM: 665	N-S: 563	E-W: 141	SUM: 704	N-S: 596	E-W: 347	SUM: 942	N-S: 629	E-W: 348	SUM: 977	N-S: 629	E-W: 348	SUM: 977	N-S: 536	E-W: 348	SUM: 884	N-S: 536	E-W: 348	SUM: 884	N-S: 536	E-W: 348	SUM: 883
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.443	A	0.470	A	0.628	B	0.651	B	0.589	A	0.589	A	0.589	A	0.589	A	0.589	A	0.589	A	0.589	A	0.589	A
Level of Service:	A	A	A	A	B	B	B	B	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

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

Corbin Avenue @ Nordhoff Place/Nordhoff Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Corbin Avenue
 E-W St: Nordhoff Place/Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA17
 Counts by: Accutek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM			
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	
NB Left	46	1	46	1	49	0	49	1	49	0	49	1	49	0	49	1	49	1	49
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	2101	2	1050	2	1113	88	2314	2	1157	17	2331	2	1166	-160	2171	2	766	-3	2168
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	766	0	763
NB Right	92	1	92	1	97	0	97	1	97	29	126	1	126	0	126	0	0	-5	122
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	74	1	74	1	78	3	81	1	81	0	81	1	81	0	81	1	81	0	81
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1263	2	431	2	457	98	1436	2	490	65	1501	2	512	-160	1341	2	459	-14	1327
Comb. T-R	1	431	1	457	1	457	36	36	1	490	0	36	1	512	0	459	0	0	36
SB Right	31	0	31	0	33	0	33	0	33	0	36	0	36	0	36	0	0	0	36
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	63	1	63	1	66	3	69	1	69	0	69	1	69	0	69	1	69	0	69
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	101	1	101	1	107	174	281	1	230	2	283	1	231	0	283	1	231	-0	283
Comb. T-R	1	169	1	179	1	179	0	0	1	230	0	231	1	231	0	231	0	0	231
EB Right	169	0	169	0	179	0	179	0	179	0	179	0	179	0	179	0	0	0	179
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	183	1	183	1	194	0	194	1	194	110	304	1	304	0	304	1	304	-24	280
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	85	1	85	1	90	16	106	1	106	6	112	1	112	0	112	1	112	-1	111
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	161	1	161	1	170	3	173	1	173	0	173	1	173	0	173	1	173	0	173
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 1124	E-W: 351	SUM: 1476	N-S: 1192	E-W: 373	SUM: 1564	N-S: 1238	E-W: 424	SUM: 1662	N-S: 1246	E-W: 535	SUM: 1781	N-S: 847	E-W: 535	SUM: 1381	N-S: 844	E-W: 511	SUM: 1355	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.984	1.043	1.108	1.187	0.921	0.903	0.931	0.903	0.903	0.921	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	E	E	E	E	E	E	E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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N-S St: Corbin Avenue
 E-W St: Nordhoff Street/Nordhoff Way
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA18
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Nordhoff Street/Nordhoff Way
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

Date: 04/02/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM					
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	15% No. of Lanes			
NB Left	176	1	176	11	187	1	187	0	187	1	187	1	187	0	187	0	187	1	187		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NB Thru	1279	2	464	77	1356	2	492	2	492	1	492	2	557	-150	1400	2	507	2	486		
Comb. T-R	1	1	464	0	464	1	464	1	508	1	508	1	557	0	507	1	507	1	496		
NB Right	113	0	0	7	120	0	0	0	0	0	0	0	0	0	120	0	0	1	120		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	30	1	30	2	32	1	32	3	34	1	34	1	34	0	34	1	34	1	34		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Thru	988	2	494	59	1047	2	524	115	1162	2	581	2	590	-150	1030	2	515	2	513		
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Right [1]	240	1	240	14	254	1	254	3	257	1	257	4	261	-10	251	1	251	1	250		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Left	127	1	127	8	135	1	135	1	136	1	136	33	169	-10	159	1	159	1	152		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Thru	537	2	196	32	569	2	208	23	592	2	215	0	592	0	592	2	215	2	215		
Comb. T-R	1	1	196	0	196	1	208	1	215	1	215	0	215	0	215	1	215	1	215		
EB Right	51	0	0	3	54	0	0	0	54	0	54	0	54	0	54	0	54	0	54		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Left	153	1	153	9	162	1	162	0	162	1	162	0	162	0	162	1	162	1	162		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Thru	1036	2	518	62	1098	2	549	18	1116	2	558	0	1116	0	1116	2	558	2	558		
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Right	24	1	24	1	25	1	25	1	27	1	27	0	27	0	27	1	27	1	27		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crit. Volumes:	N-S: 670	E-W: 645	SUM: 1315	N-S: 710	E-W: 684	SUM: 1394	N-S: 768	E-W: 694	SUM: 1462	N-S: 777	E-W: 727	SUM: 1504	N-S: 702	E-W: 717	SUM: 1419	N-S: 700	E-W: 710	SUM: 1409			
No. of Phases:	3			3			3			3			3			3			3		
Volume / Capacity:	0.923			0.978			1.026			1.055			0.989			0.996			0.989		
Level of Service:	E			E			F			F			E			E			E		

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Southbound right-turn overlapping phase with eastbound left-turn phase.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

Notes:

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CRITICAL MOVEMENT ANALYSIS

Reseda Boulevard @ Nordhoff Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Reseda Boulevard
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023186-1
 File Name: CMA37
 Counts by: Accutek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION											
	Volume	Lanes	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume									
NB Left	232	2	2	14	246	2	135	0	246	2	135	2	16	262	2	144	0	262	2	144				
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
NB Thru	957	2	2	57	1014	2	507	14	1028	2	514	2	0	1028	2	514	0	1028	2	514				
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
NB Right	195	1	1	12	207	1	207	3	210	1	210	1	0	210	1	210	0	210	1	210				
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SB Left	414	2	2	25	439	2	241	6	444	2	244	2	0	444	2	244	0	444	2	244				
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SB Thru	972	2	2	58	1030	2	515	38	1068	2	534	2	0	1068	2	534	0	1068	2	534				
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SB Right	154	1	1	9	163	1	163	3	166	1	166	1	0	166	1	166	0	166	1	166				
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
EB Left	271	2	2	16	287	2	158	0	287	2	158	2	0	287	2	158	0	287	2	158				
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
EB Thru	1120	2	2	67	1187	2	454	54	1241	2	472	2	15	1256	2	480	0	1256	2	480				
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
EB Right	166	1	1	10	176	1	176	0	176	1	176	1	9	185	1	185	0	185	1	185				
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
WB Left	243	2	2	15	258	2	142	4	262	2	144	2	0	262	2	144	0	262	2	144				
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
WB Thru	1079	2	2	65	1144	2	502	12	1156	2	507	2	26	1182	2	516	0	1182	2	516				
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
WB Right	341	1	1	20	361	1	361	4	365	0	365	0	0	365	0	365	0	365	0	365				
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Crit. Volumes:	N-S: 706	N-S: 749	N-S: 759	E-W: 622	E-W: 660	E-W: 665	SUM: 1329	SUM: 1408	SUM: 1424	N-S: 759	N-S: 674	N-S: 674	E-W: 674	E-W: 674	E-W: 674	SUM: 1432	SUM: 1432	SUM: 1432	N-S: 759	N-S: 674	N-S: 674	E-W: 674	E-W: 674	SUM: 1432
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Volume / Capacity:	0.966	1.024	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	1.035	
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

N-S St: Reseda Boulevard
 E-W St: Victory Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA38
 Counts by: Accutek

Reseda Boulevard @ Victory Boulevard
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 07/25/2002
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	
NB Left	84	1	84	5	89	1	89	0	89	1	89	1	89	0	89	1	89	1	89	0	89
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	744	1	442	45	789	1	469	13	802	1	475	1	473	-5	797	1	473	1	473	0	797
Comb. T-R	1	442	442	1	469	1	469	1	475	1	475	1	473	1	473	1	473	1	473	1	473
NB Right	140	0	-	8	148	0	-	0	148	0	-	0	148	0	148	0	148	0	148	0	148
Comb. L-T-R	0	0	-	0	0	0	-	0	148	0	-	0	148	0	148	0	148	0	148	0	148
SB Left	122	1	122	7	129	1	129	1	130	1	130	1	130	0	130	1	130	1	130	0	130
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	993	1	584	60	1053	1	619	4	1056	1	620	1	621	1	1057	1	621	1	621	0	1057
Comb. T-R	1	584	584	1	619	1	619	1	620	1	620	1	621	1	621	1	621	1	621	1	621
SB Right	174	0	-	10	184	0	-	0	184	0	-	0	184	0	184	0	184	0	184	0	184
Comb. L-T-R	0	0	-	0	0	0	-	0	184	0	-	0	184	0	184	0	184	0	184	0	184
EB Left	83	1	83	5	88	1	88	0	88	1	88	1	88	0	88	1	88	1	88	0	88
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1730	2	602	104	1834	2	638	0	1834	2	638	2	1834	0	1834	2	1834	2	1834	0	1834
Comb. T-R	1	602	602	1	638	1	638	1	638	1	638	1	638	1	638	1	638	1	638	1	638
EB Right	76	0	-	5	81	0	-	0	81	0	-	0	81	0	81	0	81	0	81	0	81
Comb. L-T-R	0	0	-	0	0	0	-	0	81	0	-	0	81	0	81	0	81	0	81	0	81
WB Left	126	1	126	8	134	1	134	0	134	1	134	1	134	0	134	1	134	1	134	0	134
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1687	2	844	101	1788	2	894	0	1788	2	894	2	1788	0	1788	2	1788	2	1788	0	1788
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right	90	1	90	5	95	1	95	0	95	1	95	1	95	0	95	1	95	1	95	0	95
Comb. L-T-R	0	0	-	0	0	0	-	0	95	0	-	0	95	0	95	0	95	0	95	0	95
Crit. Volumes:	N-S: 668	E-W: 927	SUM: 1594	N-S: 708	E-W: 982	SUM: 1690	N-S: 709	E-W: 982	SUM: 1691	N-S: 710	E-W: 982	SUM: 1692	N-S: 710	E-W: 982	SUM: 1692	N-S: 710	E-W: 982	SUM: 1692	N-S: 710	E-W: 982	SUM: 1692
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	* 0.993	* 1.026	* 1.026	* 1.026	* 1.026	* 1.026	* 1.028	* 1.028	* 1.028	* 1.028	* 1.028	* 1.028	* 1.028	* 1.028	* 1.028	* 1.028	* 1.028	* 1.028	* 1.028	* 1.028	* 1.028
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.07 reduction due to the installation of ATSC.
 ** V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATSC to ATCS.

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N-S St: Reseda Boulevard
 E-W St: Victory Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA38
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Reseda Boulevard @ Victory Boulevard
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 07/25/2002
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION					
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume		
NB Left	158	1	158	9	167	1	167	0	167	1	167	1	167	0	167	1	167	1	167	1	167	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	884	1	546	53	937	1	579	8	945	1	583	1	589	13	958	1	589	1	589	1	589	
Comb. T-R	1	546	1	579	1	579	1	583	1	583	1	589	1	589	1	589	1	589	1	589	1	589
NB Right	208	0	0	12	220	0	0	0	220	0	0	0	220	0	220	0	220	0	220	0	220	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	124	1	124	7	131	1	131	3	134	1	134	1	134	0	134	1	134	1	134	1	134	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	848	1	483	51	899	1	511	8	907	1	515	1	519	7	914	1	519	1	519	1	519	
Comb. T-R	1	483	1	511	1	511	1	515	1	515	1	519	1	519	1	519	1	519	1	519	1	519
SB Right	117	0	0	7	124	0	0	0	124	0	0	0	124	0	124	0	124	0	124	0	124	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	110	1	110	7	117	1	117	0	117	1	117	1	117	0	117	1	117	1	117	1	117	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1867	2	652	112	1979	2	691	0	1979	2	691	2	1979	0	1979	2	691	2	1979	2	691	
Comb. T-R	1	652	1	691	1	691	1	691	1	691	1	691	1	691	1	691	1	691	1	691	1	691
EB Right	90	0	0	5	95	0	0	0	95	0	0	0	95	0	95	0	95	0	95	0	95	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	90	1	90	5	95	1	95	0	95	1	95	1	95	0	95	1	95	1	95	1	95	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1369	2	685	82	1451	2	726	0	1451	2	726	2	1451	0	1451	2	726	2	1451	2	726	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	153	1	153	9	162	1	162	4	166	1	166	1	166	0	166	1	166	1	166	1	166	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 670	E-W: 795	SUM: 1465	N-S: 710	E-W: 842	SUM: 1552	N-S: 717	E-W: 842	SUM: 1559	N-S: 724	E-W: 842	SUM: 1566	N-S: 724	E-W: 842	SUM: 1566	N-S: 724	E-W: 842	SUM: 1566	N-S: 724	E-W: 842	SUM: 1566	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.906	0.935	0.940	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.07 reduction due to the installation of ATSSAC.
 ** V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATSSAC to ATCS.

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 626.796.2322 Fax 626.792.0941

N-S St: Zeizah Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA39
 Courts by: Accutek

Zeizah Avenue @ Nordhoff Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative A

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

CRITICAL MOVEMENT ANALYSIS

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			
	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume
NB Left	19	19	19	1	20	1	20	0	20	1	20	0	20	1	20	20
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	-
NB Thru	207	-	207	12	219	0	219	0	219	0	-	0	219	0	-	240
Comb. T-R	1	226	226	1	240	1	240	0	240	1	240	0	240	1	240	240
NB Right	19	-	19	1	20	0	20	0	20	0	-	0	20	0	-	-
Comb. L-T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	-
SB Left	76	76	76	5	81	1	81	26	107	1	107	0	107	1	107	107
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	-
SB Thru	148	148	148	9	157	1	157	0	157	1	157	0	157	1	157	157
Comb. T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	-
SB Right [1]	867	2	869	52	919	2	921	35	954	2	954	0	954	2	954	954
Comb. L-T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	-
EB Left	391	2	393	23	414	2	416	47	461	2	461	0	461	2	461	461
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	-
EB Thru	886	2	888	53	939	2	941	19	958	2	960	3	961	2	961	961
Comb. T-R	1	300	300	1	318	1	318	324	324	1	324	0	324	1	324	324
EB Right	14	-	14	1	15	0	15	0	15	0	0	0	15	0	0	15
Comb. L-T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	-
WB Left	53	1	54	3	56	1	56	0	56	1	56	0	56	1	56	56
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	-
WB Thru	1849	2	1851	111	1960	2	1962	63	2023	2	2011	-12	2011	2	2011	2011
Comb. T-R	1	717	717	1	760	1	760	792	792	1	792	0	792	1	792	792
WB Right	301	-	301	18	319	0	319	35	354	0	354	0	354	0	354	354
Comb. L-T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	-
Crit. Volumes:	N-S:	302	302	N-S:	320	320	320	N-S:	346	346	346	346	N-S:	346	346	346
	E-W:	932	932	E-W:	988	988	988	E-W:	1046	1046	1046	1046	E-W:	1042	1042	1042
	SUM:	1234	1234	SUM:	1308	1308	1308	SUM:	1392	1392	1392	1392	SUM:	1388	1388	1388
No. of Phases:	4			4			4			4			4			
Volume / Capacity:	0.897			0.851			0.913			0.910			0.910			
Level of Service:	D			D			E			E			E			

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Ultra-signalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Southbound right-turn overlapping phase with eastbound left-turn phase.

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CRITICAL MOVEMENT ANALYSIS

Zeizah Avenue @ Northhoff Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative A

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION					
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume			
NB Left	14	1	14	1	15	1	15	0	15	1	15	1	0	15	1	15		
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	-		
NB Thru	254	0	-	15	269	0	0	269	0	0	269	0	0	269	0	269		
Comb. T-R	1	292	292	1	310	1	310	0	310	1	310	1	0	310	1	310		
NB Right	38	0	-	2	40	0	0	40	0	0	40	0	0	40	0	40		
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	159	1	159	10	169	1	169	11	180	1	180	1	0	180	1	180		
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	-		
SB Thru	108	1	108	6	114	1	114	0	114	1	114	1	0	114	1	114		
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	-		
SB Right [1]	703	2	387	42	745	2	410	15	760	2	418	2	0	760	2	418		
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Left	488	2	268	29	517	2	285	13	530	2	292	2	0	530	2	292		
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	-		
EB Thru	1843	2	624	111	1954	2	661	50	2003	2	678	17	2020	0	2020	2	684	
Comb. T-R	1	624	624	1	661	1	661	0	661	1	678	1	684	0	684	1	684	
EB Right	29	0	-	2	31	0	0	0	31	0	31	0	0	31	0	31		
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Left	24	1	24	1	25	1	25	0	25	1	25	1	0	25	1	25		
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	-		
WB Thru	1318	1	484	79	1397	2	513	4	1401	2	518	33	1434	0	1434	2	529	
Comb. T-R	1	484	484	1	513	1	513	0	513	1	518	1	529	0	529	1	529	
WB Right	135	0	-	8	143	0	0	10	153	0	0	0	0	153	0	153		
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crit. Volumes:	N-S:	451	478	N-S:	478	N-S:	489	N-S:	489	N-S:	489	N-S:	489	N-S:	489	N-S:	489	
	E-W:	753	798	E-W:	798	E-W:	810	E-W:	810	E-W:	821	E-W:	821	E-W:	821	E-W:	821	
	SUM:	1204	1276	SUM:	1276	SUM:	1299	SUM:	1299	SUM:	1310	SUM:	1310	SUM:	1310	SUM:	1310	
No. of Phases:	4			4			4			4			4			4		
Volume / Capacity:	0.875			0.928			0.945			0.953			0.953			0.953		
Level of Service:	D			E			E			E			E			E		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.

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