DRAFT
ENVIRONMENTAL IMPACT REPORT

FASHION SQUARE EXPANSION PROJECT
ENV 2007-9914-EIR
SCH # 2007071103

APPENDICES
VOLUME I

LEAD AGENCY:
LOS ANGELES DEPARTMENT OF CITY PLANNING
6262 VAN NUYS BOULEVARD, SUITE 351
VAN NUYS, CALIFORNIA 91401

APPLICANT:
SHERMAN OAKS FASHION ASSOCIATES, LP
11601 WILSHIRE BOULEVARD, 11TH FLOOR
LOS ANGELES, CALIFORNIA 90025

SEPTEMBER 2008

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APPENDIX A

NOTICE OF PREPARATION (NOP)
WRITTEN COMMENT LETTERS
SCOPING MEETING COMMENTS

APPENDIX A

APPENDIX A-1
NOTICE OF PREPARATION (NOP)

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION
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PRESIDENT
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July 19, 2007

CITY OF LOS ANGELES
NOTICE OF PREPARATION AND
NOTICE OF PUBLIC SCOPING MEETING

EAF NO.:	ENV-2007-9914-MND
PROJECT NAME:	Westfield Fashion Square Expansion
PROJECT ADDRESS:	14006 RIVERSIDE DRIVE, SHERMAN OAKS, CA
COMMUNITY PLAN AREA:	Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass
COUNCIL DISTRICT:	Two (2) - Wendy Greuel
COMMENT DUE DATE:	**August 20, 2007**

The City of Los Angeles, Department of City Planning, as the Lead Agency, is requiring the applicant to prepare an Environmental Impact Report (EIR) for the project identified herein. The Department of City Planning requests your comments as to the scope and content of the EIR. A comprehensive project description and potential environmental effects are included below. Also included are the date, time and location of the Public Scoping Meeting (open house format), which will be held to solicit input regarding the content of the EIR.

PROPOSED PROJECT

Under previous entitlements, approximately 975,000 gross leasable square footage (GLSF) is permitted at the existing Fashion Square shopping center. A total of approximately 867,000 GLSF has been constructed to date. The proposed project entails construction of the remaining 108,000 GLSF of development previously permitted and the development of an additional 172,000 GLSF, for a total of approximately 280,000 GLSF of retail and restaurant uses. The EIR will examine the potential impacts associated with the addition of 280,000 square feet to the existing mall.

The proposed project will be located on the southerly portion of the site, primarily between the existing shopping center and the Ventura (101) Freeway. Access location on Hazeltine Avenue will not be changed. The existing access driveways along Riverside Drive would be closed in favor of a new signalized driveway. This new main driveway will be across from Matilija Drive. Access on Woodman would be restricted to right turn entry only driveway. Parking for the proposed project will be provided in both a new structure constructed as part of the development as well as rooftop parking constructed above the new mall, and surface

parking that will be reconfigured as a result of the development. The approximately 3.0 acre parcel located southwesterly of the Riverside Drive/Woodman Avenue intersection is not a part of this project

The project is proposed to be completed in one phase with two stages. The first stage would include the construction of a new 6 level parking structure, (grade level and 5 above grade levels) replacing the existing 2-level parking structure serving the existing Macy's department store. The second stage would include demolition of the southern, 3-level parking structure serving the existing shopping center and the construction of two levels of shopping mall with rooftop parking.

No substantial change or alteration will be made to the existing Bloomingdale's department store located on the northwestern corner of the site.

PROPOSED ENTITLEMENT REQUESTS

The proposed project includes discretionary requests to the City as follows:

1) Zone Change, pursuant Los Angeles Municipal Code (LAMC) Section 12.32.

A zone change is from the existing mix of (T)(Q)C2-1L, (Q)C2-1L, C2-1L, (T)(Q)PB-1L, (Q)PB-1L, and P-1L to (T)(Q)C2-1L. This request will consolidate and make consistent the zoning across the entire shopping center property and eliminate the patchwork zoning currently governing the site. The requested zone change is consistent with the existing Commercial designation of the site in the Community Plan.

2) Site Plan Review for any development project which creates, or results in, an increase of 50,000 square feet or more of non-residential floor area, pursuant to LAMC Section 16.05.

The proposed project is subject to Site Plan Review to ensure that the development is properly sited in relation to surrounding properties, traffic, circulation, sewers, other infrastructure and environmental setting, and to control or mitigate any and all impact identified in the project's environmental review process.

3) Conditional Use Permit to allow a "Major Development Project" (MDP) that exceeds the threshold of 100,000 square feet of non-residential development, pursuant to LAMC Section 12.24.U14.

The proposed project includes the addition of 280,000 square feet of commercial square footage thus subjecting it to a Conditional Use Permit for a "Major Development Project" to ensure that the development is compatible with the surrounding neighborhoods.

4) Zone Variance, pursuant to LAMC Section 12.27, for Commercial Corner developments not in conformance with the requirements established in LAMC Section 12.22.A23(a)(1).

The project request includes a zone variance from the height provisions of LAMC Section 12.22.A23(a)(1) to allow a deviation above the height limit of 45 feet to a maximum height of 75 feet.

5) Conditional Use Permit, pursuant to LAMC Section 12.24.W27, for Commercial Corner developments not in conformance with the requirements established in LAMC Section 12.22.A23(a)(2); LAMC Section 12.22.A23(a)(4)(i); LAMC Section 12.22.A23(a)(10)(i); and LAMC Section 12.22.A23(b)(3).

The project request includes a Conditional Use Permit for deviations from the requirements of LAMC Section 12.22.A23 (Commercial Corner) including: (1) Exceeding the allowable hours of operation (7:00am to 11:00pm) to permit uses from 5:30am to 12 midnight; (2) Relief from the requirement to provide a five foot landscaped area immediately adjacent to all street frontages; (3) Relief from the requirement to provide a minimum of fifty percent transparent windows along the first floor retail by providing approximately no glass along the Riverside Drive frontage; and (4) Relief from the restriction on tandem parking by providing tandem parking spaces.

6) Conditional Use Permit for the on-site sale and consumption of a full line of alcoholic beverages (CUB), pursuant to LAMC Section 12.24.W1.

The requested CUB for on-site sale and consumption of alcohol is in conjunction with new sit-down restaurants at the existing shopping center and will be incidental to the main use of the site. The proposed retail and restaurant uses as a whole will enhance the local economy by providing jobs and compliment existing uses on the site.

7) Shared Parking, pursuant to LAMC Section 12.24.X20.

Prior development approvals at the shopping center (under ZA-95-0899-CUZ and CPC-94-0287-ZC) established a parking requirement for the entire site at 4.5 parking spaces per 1,000 square feet of gross leasable square footage (GLSF) which is applicable, but not limited to, retail, restaurant, and office uses. However, the project includes a request for Shared Parking to provide parking at a ratio of 4.25 parking spaces per 1,000 gross leasable square feet, providing approximately 4,875 parking spaces across the entire site.

8) Lot line Adjustment, pursuant to LAMC Section 17.50.B3.

The applicant may also requests the adjustment of property line within the site to conform to the ultimate configuration of the building at the shopping center.

9) Haul Rout, pursuant to LAMC Section 91.7006.7.

The applicant also requests a haul route for the necessary removal of soil and waste from demolition and construction.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Aesthetics, Air Quality, Geology and Soils, Hydrology/Water Quality, Land Use/ Planning/ Urban Decay, Noise, Public Services, and Transportation/Traffic.

PUBLIC SCOPING MEETING DATE AND LOCATION: The Public Scoping Meeting will be held as follows:

Date: **Monday, August 6, 2007**
Time: **5:30 PM**
Location: **Marvin Braude Constituent Center**
6262 Van Nuys Boulevard, First Floor Conference Room
Van Nuys, CA 91401 (see map)

Parking is available under the building via the Sylvan Street Driveway

The purpose of the Scoping Meeting is to solicit public comments regarding issues to be addressed in the EIR. The Scoping Meeting will provide information regarding the project and the anticipated scope of analyses to be contained in the EIR. The Los Angeles Department of City Planning encourages all interested individuals and organizations to attend this meeting.

The enclosed materials reflect the scope of the proposed project, which is located in an area of interest to you and/or the organization you represent. The Environmental Review Section of the Department of City Planning welcomes all comments regarding potential environmental impacts of the proposed project. All comments will be considered in the preparation of the EIR. **Written comments** must be submitted to this office by **August 20, 2007**. Written and verbal comments will also be accepted at the Public Scoping Meeting described above.

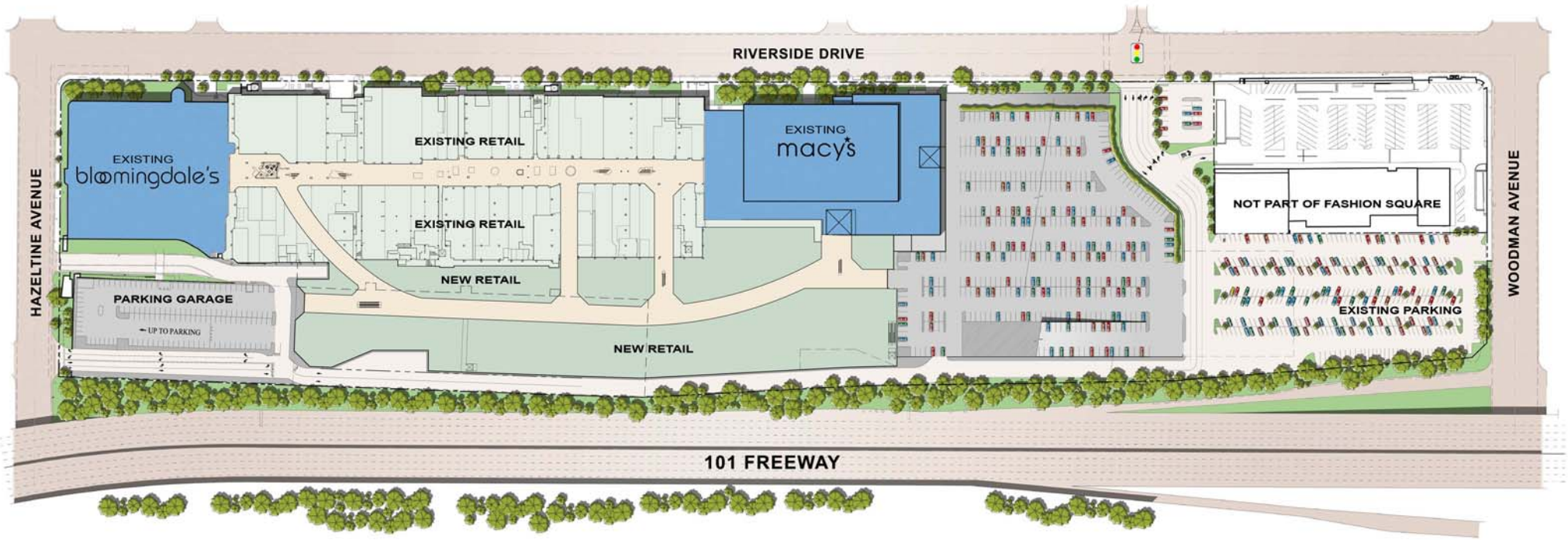
Please direct your responses to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
(818) 374-5062 (direct line)
(818) 375-5070 (fax)
Tom.Glick@lacity.org (email)

S. Gail Goldberg, AICP
Director of Planning

Tom Glick
City Planner, Valley Section
Community Planning Bureau
Department of City Planning

Enclosures



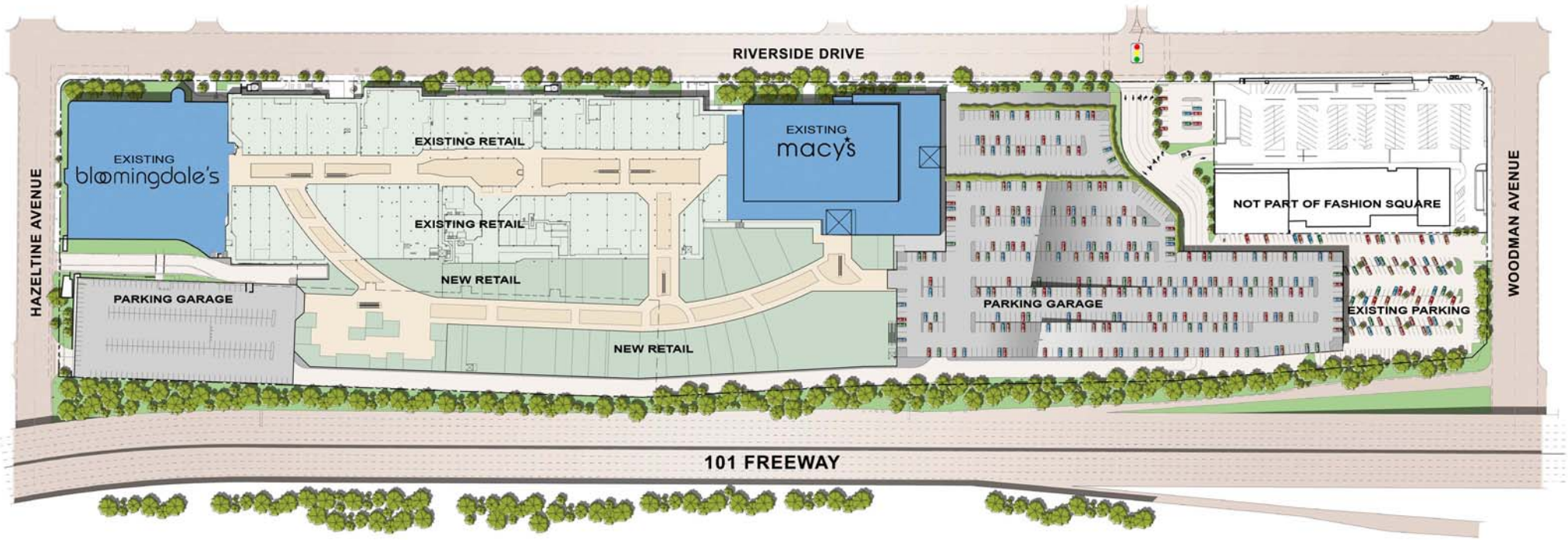
Westfield Design
11601 Wilshire Blvd., 11th Floor
Los Angeles, CA 90025

FASHION SQUARE LEVEL 1

Scale:
0' 20' 50' 100'

N

Westfield
Fashion Square



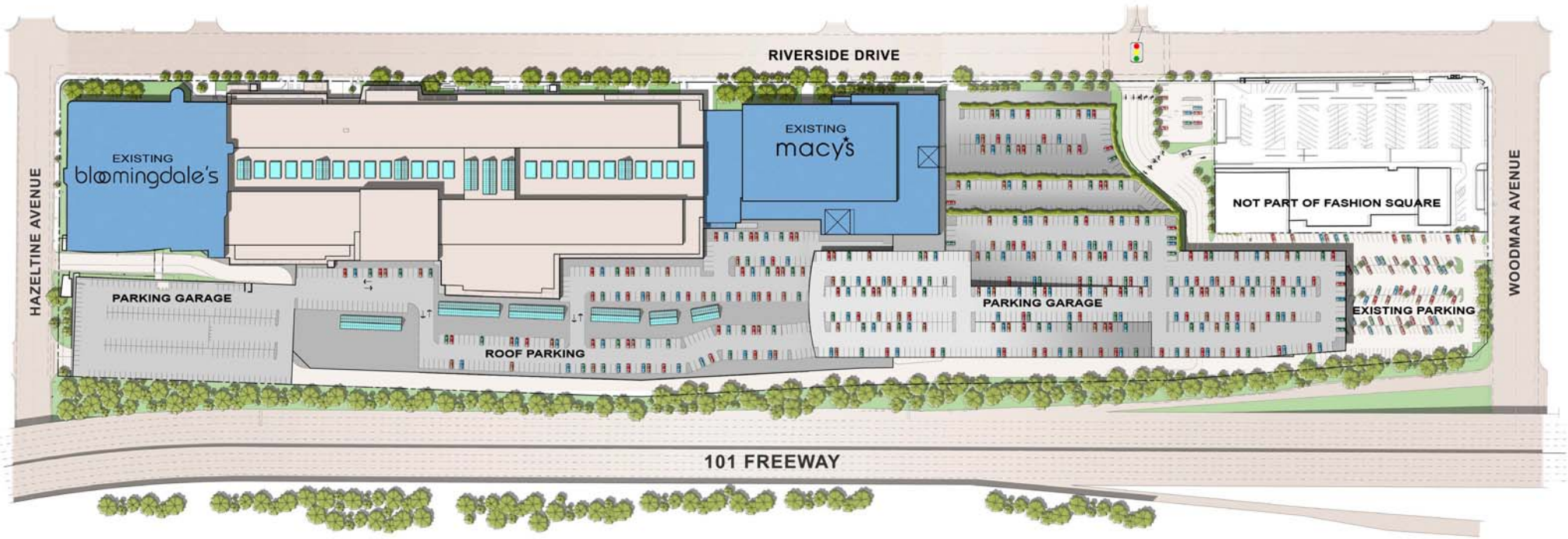
Westfield Design
11601 Wilshire Blvd., 11th Floor
Los Angeles, CA 90025

FASHION SQUARE LEVEL 2

Scale:
0' 20' 50' 100'

N

Westfield Fashion Square



Westfield Design
11601 Wilshire Blvd., 11th Floor
Los Angeles, CA 90025

FASHION SQUARE ROOF LEVEL

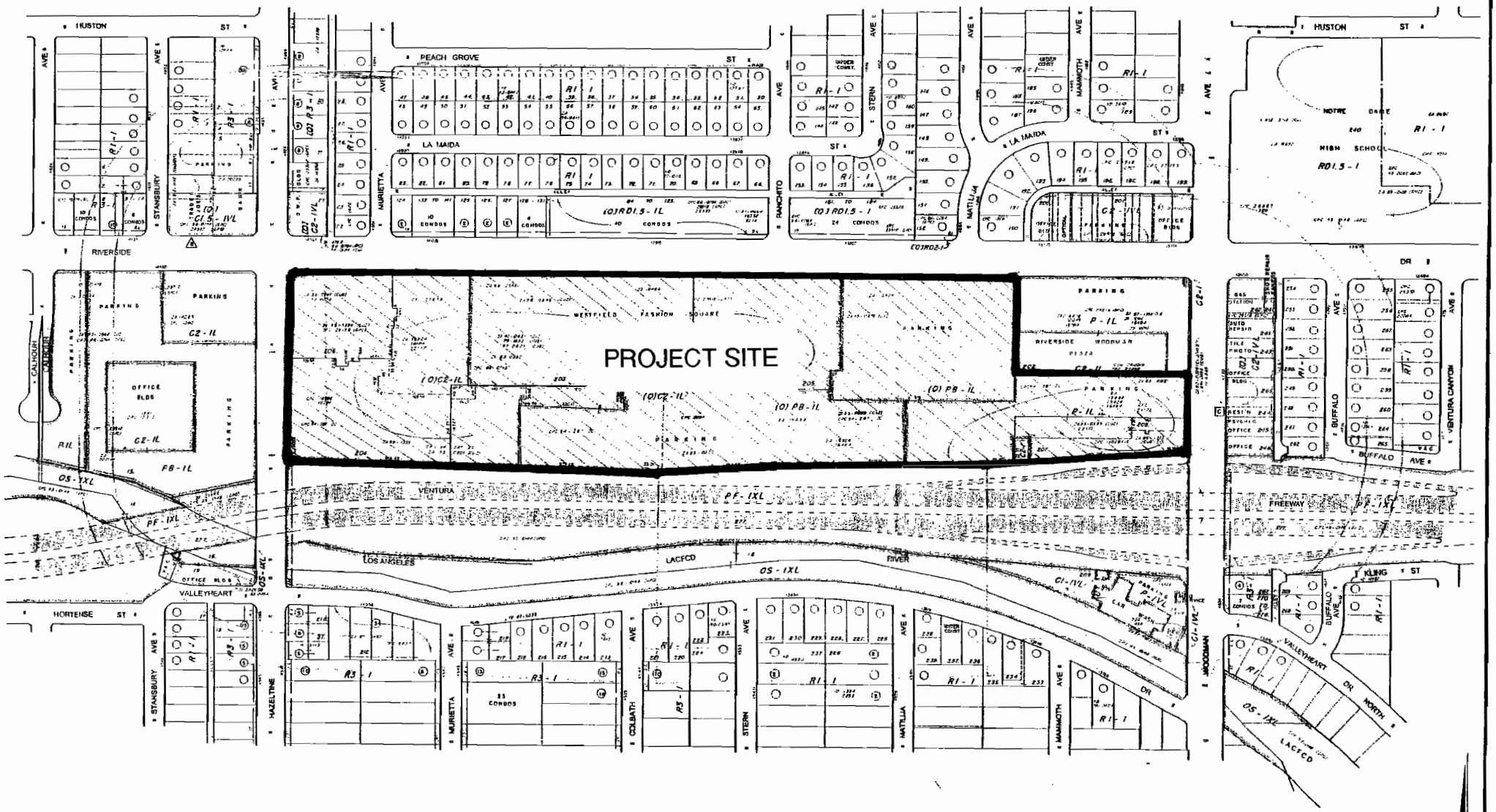
Scale:
0' 20' 50' 100'

N

Westfield Fashion Square



Scoping Meeting Location:
Marvin Braude Constituent Services Center
1st Floor Hearing/Conference Room
6262 Van Nuys Boulevard
Van Nuys, CA 91401



GC MAPPING SERVICE
711 MISSION STREET, SUITE D
SOUTH PASADENA, CA. 91030
(626) 441-1080

LEGEND

EIR

NET AC.= 25.84

CASE NO.
DATE:
SCALE: 1" = 100'
USES FIELD
D.M. 168 B 153
168 B 157
T.B. PAGE: 562 GRID: C-3

APPENDIX A

APPENDIX A-2 & A-3
NOP WRITTEN COMMENT LETTERS
PUBLIC SCOPING MEETING COMMENTS

August 17,2007

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
VAN NUYS

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Blvd, Suite 351
Van Nuys, CA 91401

Dear Mr. Glick,

I am writing to you as a response to the Westfield Sherman Oaks Fashion Square expansion. I have read all the materials that were set to me and have attended the meeting on August 6, 2007 For Public Scoping. I am very concerned about the plans for expansion, as were many others at the meeting. We voiced many concerns to the Westfield people and their responses seemed like we, the community, was being ram rodded into something we were unable to change. I am happy for the ability to respond to these issues.

Proposed entitlement requests---

1. I'm not real clear on the zoning change.

(6)

3. Conditional use permit—Major Development Project
   This project exceeds the threshold of 100,000 sq.ft
   They are requesting 280,000 sqft. If 100,000 sq ft. is allowed, then why are we not seeing a project for just that amount? Why should we not have a choice in the matter?
   The larger amount is not compatible with the surrounding neighborhoods. It would be forcing our community and surrounding neighborhoods to make life concessions for retail dollars. I will explain more further on.

4. Zone variance
   A deviation from 45 feet to an undesirable 75 feet is ridiculous.

It will an isore and dangerous in the event of a collapse. (6)

5. CUP for deviations for multiple changes away from the LAMC Section 12.22.A23.
   1. Exceeding the allowable hours of operation. Construction, Gardening, etc. is not allowable because of the noise factor. Why then should they be allowed to begin @5:30 am? Then extend the hours till midnight!! My feeling on this is that they wish to put in gourmet restaurants and get a liquor license. The traffic situation is bad at present, especially through our neighborhoods as well as on Riverside Dr. Now they would like us to try and protect our children and our property from drunk drivers leaving the mall at late hours or any hour. This should never be permitted. It should be remembered that directly across the street is a large family neighborhood.!!!!!!!
   2. Initially they tried to make the plan a little more palatable by showing all this gorgeous landscaping in front, now they would rather not!!
   3. No transparent windows on Riverside? Forgot it. I do not wish to live across the street from a faceless Bastille.
6. CUB for onsite sale and consumption of a full line of alcoholic Beverages. NO Again I take full issue with the sale and consumption of alcoholic beverages at the Mall for the forestated reasons. This shows no consideration for the residents and they families.

7. Westfield wants to add only 1,000 extra parking places for all The additional sq ft. Our neighborhood has been plagued with Mall parking on all holidays, sales events and most weekends. This would increase the problem. (11)

9. Haul Route. Oh my God! This would increase the traffic with heavy equipment, but getting through this mess would make getting home or off to work a real tragedy. The noise level would be unbearable.

Please Mr. Glick take another look at this development and hear our concerns. Please require Westfield to draft a Project Site that could be at the original amount allowed of 100,000 square feet. The proposed plan of 280,000 sqft is just too over sized and incompatible with a neighborhood so close, like mine.

Please also reread the CUPs and challenge them, especially the liquor permit. Are they (Westfield) planning on hiring a complete Police Force to keep drunks away from our children and us at the Mall and our homes? Totally unacceptable. I feel we are being asked to take on all of their concessions so they can increase their revenues. I realize everyone wants to make a buck, but let's not compromise a complete community to do it.

Thank you so much from reading this letter and re thinking their plans. If you have any questions, please don't hesitate to call me. Cell 818-404-5459 or home 818-789-6747.

Sincerely,

Elizabeth A. Andersen

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

(11)

It appears that this proposal will increase traffic & reduce parking!! Both of these are a concern. Traffic in this area is already heavy. A significant increase in Traffic would be intolerable!

Parking now is adequate but the increase in Traffic will bring a need for more not less parking. The proposal to reduce parking demonstrates a pronounced disregard for those of us who live in this area. I am highly indignant that anyone would even consider reducing available parking!!!

(If necessary, please use the reverse side of the paper.)

RECEIVED
CITY OF LOS ANGELES
AUG 27 2007
CITY PLANNING
VAN NUYS

Please fill out your contact information below.

Name: DONALD ANDREE

Organization (if you are representing one) SELF

Address: 3909 DEERVALE DR.

City: SHERMAN OAKS State: CA Zip: 91403

Email Address: Phone: 818-783-0878

You may drop your comments in the comment box or send them by August 20, 2007 to:

Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: <JArkin1@aol.com>
To: <Tom.Glick@lacity.org>
Sent: Tuesday, August 14, 2007 1:24 PM
Subject: Westfield Mall expansion in Sherman Oaks

Dear Mr. Glick:

I live at 5042 Matilija Avenue. My husband and I bought this house 7 years ago because we were having a baby and we wanted a nice, quiet, safe, suburban street to live on. We found that and more on Matilija. And, we also loved the fact that we were close to the Fashion Square mall, but not so close that it negatively affected us. However, with the Westfield expansion project, that will all change. My son is just learning how to ride a bike, and since there are no sidewalks, he has to ride in the street. If the mall becomes enormous and there's a street light at the end of our block, even more cars will race down our street than they do already. The neighborhood children around us range from 3-11 and they're always playing together out in front. Bringing in that kind of congestion and traffic will surely put that to an end. (11)

By allowing this expansion, please know that you will potentially be driving us out of our own neighborhood which we love. I hope you will consider what you are doing to the people and the children rather than just helping a business become a bigger business. Look at your own family and how much you care about them and their safety and you will understand how we feel.

Sincerely,
Jordana Arkin-Zutavern
Louis Zutavern
Logan Zutavern
(818) 986-9386

Get a sneak peek of the all-new AOL.com.

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

We feel Westfield is a good organization and their proposed development makes sense with a minimal impact on the community. As a 37 year resident of S.O. we think the development will add to our communities needs.

(If necessary, please use the **reverse** side of the paper.)

Please fill out your contact information below.

Name: HRAIR ATIKIAN

Organization (if you are representing one)

Address: 13207 ADDISON ST

City: SHERMAN OAKS State: CA Zip: 91423

Email Address: m.atikian@sbcglobal.net Phone: 818-788-3255

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

ELISE JULIE AUBÉ
4526 LENNOX AVENUE
SHERMAN OAKS, CA 91423
(818) 995-6353

RECEIVED
CITY OF LOS ANGELES
AUG 16 2007
CITY PLANNING
VAN NUYS

August 15, 2007

Mr. Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

Re: Fashion Square Proposed Remodeling and Expansion

Dear Mr. Glick:

I am writing to you regarding Fashion Square Mall in Sherman Oaks. I live very close to the mall and frequent it at least once a week. I have the following suggestions of what I would like to see in the remodeled mall, as well as concerns regarding the expansion:

Suggestions:

- "Open Air" dining. Bring up the ambience with an open air area with restaurants, trees, and fountains. (12)
- Movie Theaters. Add an upscale movie theater. The closest movie theater on Milbank (at Van Nuys) is old and scheduled to be torn down in a year.
- Anchor Store. Add another upscale anchor store such as Nordstrom.
- Covered Parking. Currently there is not enough covered parking at the mall. With many warm days throughout the year, covered parking spaces are highly sought after. (16)
- Landscaping. The exterior mall and parking structures have a cold, outdated concrete feel. Additional landscaping including flowering trees would help to soften the look and anchor the property. (1)

ELISE JULIE AUBÉ
4526 LENNOX AVENUE
SHERMAN OAKS, CA 91423
(818) 995-6353

Concerns:

- Wall of concrete. The mall currently looks like a concrete barge floating down Riverside Drive. How will the expansion further affect the exterior look?
- Parking Structures. How will additional parking structures be integrated? Will it just be more concrete blocks?

(1)

- Traffic. I drive daily on Hazeltine, and the corner of Hazeltine & Riverside is frequently backed up. Traffic is already an issue at this intersection. There was an accident at this corner on Saturday, and it shut down southbound Hazeltine and Eastbound Riverside for an hour. During the holiday season, it can easily take 10-15 minutes to drive on Hazeltine through Riverside Drive intersection because cars waiting to enter Fashion Square (near Bloomingdale's) block lanes on Hazeltine.
- Mall Access. Where will cars enter and exit the remodeled and bigger mall? How will additional flow be managed? The freeway backs up to the mall. This leaves only 3 available streets for mall access: Hazeltine, Riverside and Woodman. These streets are not large boulevards and are already congested during peak commuting hours, especially the intersection of Riverside and Woodman due to the 101 Freeway ramps.

(11)

Sincerely yours,

Elise Aubé

Elise Julie Aubé

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

I have lived on Peach Grove St. since 1971

I love my neighborhood, and I am devastated to think of the change the enlargement of the mall will bring. It is a perfect size and the added traffic will be terrible - not to mention the noise factor that more people coming in and out will bring.

Please stay as "quiet as you are" - a lovely neighborhood shopping center. Sincerely

Shirley Bastien

(11)
(7)

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: SHIRLEY BASTIEN

Organization (if you are representing one)

Address: 14018 PEACH GROVE ST.

City: SHERMAN OAKS State: Calif Zip: 91423

Email Address: Phone: 818 785-4584

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Wednesday, August 08, 2007 2:53 PM
Subject: Fwd: Fashion Square Neighborhood Concerns

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> <Debra_Battaglia@AJG.com> 8/8/2007 11:04 AM >>>
Dear Mr. Glick:

My home is located on Stern Ave. north of Riverside Drive in the "Fashion Square" neighborhood.

The last thing we need in our lovely area is additional square footage with full liquor licensing and traffic. One of the reasons i moved to this area over 10 years ago was to get away from the tacky Northridge mall with it's boxes and lack of style.

The fashion square is the last mall with some sense of style and an appropriate size. I have real concerns about the liquor licensing and the "boxy" look.

If there is any way the size could be reduced and some nice aesthetics could be implemented, I could live with this change.

1
11

Thanks for your time.

Debra Battaglia
Area Vice President
Arthur J. Gallagher Risk Management Services
Arthur J. Gallagher&Co. Insurance Brokers of California, Inc.
License No.:0726293
505 No. Brand Blvd.,Suite 600
Glendale,CA. 91203
Direct Phone: 818-539-1330
Direct Fax: 818-539-1630

Debra_Battaglia@AJG.com

The representations contained in the foregoing document constitute the opinion of the sender of this electronic communication and any attachments thereto and should not be considered legal advice.
Consult your legal advisor for a legal opinion on the issue(s) addressed in the foregoing document.

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

Access to the mall is difficult as it is even outside of the Holidays season. Expension will only compound the congestion on Riverside Drive, Woodman & Hazeltine. The size of the current mall is sufficient "as is" for a residential neighborhood. There is no room for more stores/parking spaces.

(11)

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
VAN NUYS

Name: S. BEAUREGARD

Organization (if you are representing one) _____

Address: _____

City: _____ State: _____ Zip: _____

Email Address: sylviebeau@msn.com Phone: _____

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

(1) WHY WAS THERE NO PRESENTATION AND PUBLIC DISCUSSION TONIGHT (8/6/07)! IT IS BECOMING INCREASING CLEAR ~~THAT~~ WESTFIELD WANTS NO PUBLIC IMPUT!

(2) THERE NEEDS TO BE A COMPLETE & HONEST TRAFFIC MITIGATION STUDY ~~AND EFFORT~~. NOT A SNOW JOB LIKE THE BEST BUY PROJECT. (11)

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: DICK & JANET BERGMANN

Organization (if you ~~are~~ representing one) HOMEOWNER

Address: 4931 MATILIJA AVE

City: ~~SHERMAN~~ SHERMAN OAKS, State: CA Zip: 91423

Email Address: _____ Phone: (818) 981-2860

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Tori Blair

From: Tori Blair [tori.blair@anderson.ucla.edu]
Sent: Saturday, August 18, 2007 4:39 PM
To: tom.glick@lacity.org
Cc: tblair@anderson.ucla.edu
Subject: Westfield Fashion Square Expansion

Mr. Tom Glick
City Planner
Los Angeles Dept. of City Planning
Valley Planning Office
6242 Van Nuys Blvd., Suite 351
Van Nuys, CA 91401

August 18, 2006

TO: Mr. Tom Glick
L.A. Dept of City Planning - Valley Planning Office

FR: Victoria Blair
Homeowner
13718 La Maida St.
Sherman Oaks, CA 91423
818-995-3622

RE: Negative Declaration for Westfield Fashion Square Expansion

This letter is being written to OBJECT TO THE PROPOSED WESTFIELD FASHION SQUARE expansion.

I am totally opposed to the massive expansion of the Westfield Fashion Square Mall. It will destroy the Fashion Square neighborhood, which is immediately north of Riverside Drive, between Hazeltine and Woodman. This is one of the last middle class neighborhoods left in the Valley (north of Ventura Blvd.) and it needs to be preserved. The expansion will cause unmanagable traffic congestion, home values will decline - especially if any deviations from city ordinances are granted to Westfield. It is completely wrong to approve a massive MALL to be placed in a quiet, suburban community.

Additionally, I am AGAINST the proposed new entry and exit area with stoplight, being planned for the benefit of the Westfield Fashion Square Mall and NOT FOR THE BENEFIT OF THE FASHION SQUARE NEIGHBORHOOD, which has existed before the shopping mall..
The new entry will destroy the quiet Fashion Square neighborhood and reduce my property value - as well as the property value of my neighbors.

The Westfield Fashion Square website (westfieldfashionsquare.com) indicates in writing their plans to 'add' a new stoplight along Riverside Dr. to make ingress and egress to their new mammoth parking structure easy for its customers. Westfield does not visually show the proposed stoplight on their drawings, but it is to be placed at Riverside and Matilija/La Maida. (The current main walkway to Fashion Square from the Fashion Square neighborhood is at Riverside and Ranchito - which permits a through way to the existing stoplight at Ranchito and Magnolia.) The new proposed new stoplight will encourage convenient entry into the Fashion Square neighboorhood by 'mall' shoppers and destroy my street, La Maida. This will significantly reduce my property value. With the stoplight at Riverside and Matilija, La Maida will be used a convenient cut-thru street by customers traveling north or south on Woodman. Frankly, HUNDREDS AND HUNDREDS of Fashion Square customers will 'cut-thru' to Riverside on LaMaida if a stoplight is installed at Riverside/Matilija. This will destroy the neighborhood, reduce my property value (and those of my neighbors) and reduce use of residential property (kids playing outside, etc.)

(11)

Westfield has other options (and financing to support these options) to manage ingress and egress to the Fashion Square (a commercial zone) that will not negatively impact the Fashion Square residential neighborhood. The expansion of the Fashion Square Mall should not be allowed as it now is

because it devalues the neighboring residential property. If the city gives in and approves this stoplight, it needs to also protect adverse impact on the residential neighborhood. A complete blockage of Matilija/LaMaida at Riverside needs to be part of the plan to prevent automobile access to the neighborhood from Riverside. This will also prevent cut-thru traffic from or to Woodman. Speed bumps will not deter the horrible traffic that will be caused by this proposed stoplight.

(11)

The proposed Westfiled Fashion Square expansion and new traffic light at Riverside and Matilija /LaMaida should not be approved. The L.A. City Planning needs to protect the Fashion Square neighboord families and not approve this massive mall expanzion.

Cc: Sherman Oaks Homeowners Association

Aug 12, 2007

RECEIVE
CITY OF LOS ANGELES
AUG 15 2007
CITY PLANNING
VAN NUYS

To Tom Glick
Dear Sir,

Regarding the proposed Westfield Mall on Riverside Dr. We strongly oppose this development. This mall was once a single story open air shopping area for the community and then became a drive to mall as it is now. Since most mega malls are in commercial areas this is crazy since this area is primarily residential. We do not need a mega mall and all it entails. We dont need 4875 parking spaces, 80 restaurants and stores. This means massive traffic on Riverside, Woodman & Hazeltine. More traffic means more fumes and pollution. More restaurants means drawing more rats and other vermin into the community. (11) (2)

We have lived into Sherman Oaks for over 30 years, 16 of those on Riverside and have seen the increase of traffic and pollution over the years. We dont need to increase this on a mega scale. I can't even imagine the noise level. air quality will be greatly affected as well as the other negative results. We are also sure our property will devaluate since people will not want to live across from a megamall. In spite of what Westfield says they will succeed in ruining our community if not stopped.

Sincerely, Mr & Mrs Paul Brink

Brogin Companies, Inc.

Planning, Zoning, Environmental & Legal Review, & Governmental Affairs Consulting

Tel: 818-906-2135 5043 Matilija Avenue • Sherman Oaks, CA 91423 Fax: 818-995-7610
brocos@sbcglobal.net

August 15, 2007

Mr. Tom Glick, City Planner
City of Los Angeles
Planning Department
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

By U.S First Class Mail and Email

RECEIVED
CITY OF LOS ANGELES
AUG 21 2007
CITY PLANNING
VAN NUYS

RE: CPC 2007-9915; ENV. 2007-9914EAF, ET AL
PROPOSED SHERMAN OAKS FASHION SQUARE EXPANSION
14006 RIVERSIDE DRIVE, SHERMAN OAKS, CA 91423
REQUEST FOR INFORMATION TO BE INCLUDED IN PROJECT EIR

Dear Mr. Glick:

Thank you for assuring the forum for the general public to submit comments regarding information to be discussed in the above EIR, in accordance with the California Environmental Quality Act (CEQA). While Wendy Brogin, of our firm, did attend the August 6, 2007, Scoping Meeting, we did not submit written comments on the project at that time. Instead, we are submitting our comments by the submittal of this document. Additional comments may follow.

Again, and for the record, our comments are generated by the fact that we are residents who have been and will be affected by changes to the Westfield Fashion Square property. Let it be known that we are representing no interests other than our own as area residents for nearly 25 years. Our comments are also on the combined experience of our principals, which exceeds sixty years, in the areas of planning, zoning, environmental and legal review, and government affairs consulting, law, and transportation. *Our first set of comments relate to the proposed project. Pages 14 – 17, inclusive, provide Alternative Project Designs to the City and the applicant.*

Among our goals in submitting this detailed account of issues of concern for this project, is to assure that the project EIR provides sufficient information, consistent with Section 15121 of the CEQA Guidelines, "which will inform the public agency decision-makers and the public generally of the significant environmental effect of the project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project." We believe that the CEQA process is the best and most uniform manner to assure that if there is an expansion or change at Fashion Square, its

approval occurs with a conscious determination that the project can be developed without significant impacts to the environment both on and off the project site.

We have divided this letter into topics, to facilitate the response to the comments, and the discussion of specific factors and issues, in the EIR, by the City and/or Applicant. While we have requested detailed information in some discussion areas, it is for the purpose of identifying potential changes to the community that some or many stakeholders would consider as the most important in their determination of the adverse effects of the project on the environment.

By example, in some portions of this region, while it may not be important in some areas, the removal of a single Oak Tree or the dedication of a few feet of land for a roadway would be considered a significant impact on the environment. In fact, those two issues were major components in the defeat of the Ahmanson Ranch project that was seeking access through the northwesterly portion of LA City. Likewise, a change to the hours of parking permitted in front of one's home or business could have an adverse effect onto the environment in that they must now increase Vehicle Miles Traveled (VMT) in order to replace that parking space, if they can.

Overall EIR Approach

This EIR is the first ever prepared for the project site since the adoption of the California Environmental Quality Act (CEQA) in 1970, even though there have been extensive expansions and changes to the site since that time. Additionally, the existing and proposed projects are very large and urban in scale compared to the suburban and low density neighborhood and community in which it has been and is being proposed to be developed.

During prior projects at this site, some issues, including Neighborhood Protection Plans, have been relegated to the later part of the project development process, wherein community input was excluded and/or was too late to be implemented into the project design. This forced the neighborhood to modify the design of the neighborhood, with changes in traffic patterns, etc., to try and mitigate project problems within its area of influence, instead of the project site itself, where it should reasonably occur. In many cases, these changes to the neighborhoods created secondary adverse impacts on the area (e.g., daily inconveniences, impacts of vehicles starting and stopping and frequent stop signs – creating noise and air quality issues; cars "bottoming out" on humps) while the project site was unscathed (e.g., no or minor inconveniences to Mall property users, no changes to the project design to that could have avoided the "imposition" of off-site mitigation measures out side of the project site).

We urge that the project EIR incorporates information about components of the Neighborhood Protection Plan, including their potential secondary impacts. We believe that it is very reasonable for the applicant, and/or LA DOT and other City agencies to identify the off-site mitigation measures that LADOT is anticipating for the project. (11)

While it is recognized that the Neighborhood Protection Plan components are put to a community vote, nevertheless, the EIR process is the best opportunity for the components of the Plan to be disclosed to the general public and other interested parties (e.g., Caltrans, South Coast Air Quality Management, etc.). This is also the best opportunity for all alternative designs for the Plan to be discussed, disclosed, and evaluated. We see the Neighborhood Protection Plan as a necessary component of the EIR because it is a "unique" Plan that is foreseeable, and therefore, something that must be discussed in the EIR document. As you are aware, CEQA addresses the need for EIRs to address forecasting in the following manner: 11

> **15144. Forecasting:** Drafting an EIR or preparing a Negative Declaration necessarily involves some degree of forecasting. While foreseeing the unforeseeable is not possible, an agency must use its best efforts to find out and disclose all that it reasonably can.

Source: California Environmental Quality Act, *Title 14. California Code of Regulations,* Chapter 3. Guidelines for Implementation of the California Environmental Quality Act, Article 10. Considerations in Preparing EIRs and Negative Declarations.

There are a variety of other factors in this project EIR that must include a forecast of potential environmental impacts. Among them are Air Quality, Land Use Planning, Population and Housing, Public Services, and Transportation/Parking, wherein the development of the project may "trigger" secondary impacts or exacerbate existing impacts that today are reasonably foreseeable.

Additionally, there are a number of cumulative discussions that must also occur in this EIR for two basic reasons. One is that again, this project site has seen a number of extensive changes without the benefit of the documentation, circulation, review, and changes that are best afforded by the preparation of an EIR. More importantly, with the proposed rezoning of the entire to the (T)(Q)C2-1L, portions of the site with zoning designations that have limited the build out of the site [e.g., PB (Parking Building), and P (Parking)], will be eliminated. While the (Q) component would be the most likely source of confining the development to a particular design and location, the zoning would create more latitude of what could occur on the entire project site without a discretionary permit and/or a use by right, and/or one that must go through the public hearing process and a review that considers cumulative impacts of the incremental additions to the project. 14

It is a fair argument, under CEQA, to require a discussion of the cumulative impacts of the past, current and potentially future projects potentially allowable on the Fashion Square project site, as cited herein.

> **15355. Cumulative Impacts**
>
> "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound, or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

14

Source: California Environmental Quality Act, *Title 14. California Code of Regulations,* Chapter 3. Guidelines for Implementation of the California Environmental Quality Act, Article 20. Definitions.

Specific Information Suggested for Inclusion in the Project EIR

In summary, we are recommending, herein, the inclusion of specific information under the discussion of the following factors in the EIR, in accordance with the requirements of CEQA:

I. General Project Setting
II. Aesthetics/Light
III. Air Quality
IV. Land Use Planning
V. Noise
VI. Population and Housing
VII. Public Services
VIII. Transportation/Parking
IX. Statement of Overriding Considerations
X. Alternative Project Designs

I. General Project Setting

17

CEQA specifically defines the discussion of the Setting Section in the project EIR. Defining the place in time when the characteristics of the setting is described in the EIR is very important because it becomes the baseline of a majority of the factors in determining a level of significance. CEQA addresses this matter as follows:

Section 15125(a):

An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published…from both a local and regional perspective. This environmental setting will normally constitute the baseline physical

conditions by which a lead agency determines whether an impact is significant...

17

Source: California Environmental Quality Act, *Title 14. California Code of Regulations,* Chapter 3. Guidelines for Implementation of the California Environmental Quality Act, Article 9. Contents of Environmental Impact Report.

We cite the importance of this matter because the Proposed MND for this project used the Area Plan designations for the areas around the project site, as the base line for determining project impacts, in an equal or greater weight, than what existed at the time of the publishing the notice of preparation. Therefore, based on the above citation and other sections of CEQA, we request inclusion of the following information in the EIR to demonstrate the baseline from which the potential impacts of the project must be measured:

A. The description of the project setting should include the existing building heights surrounding the project site, to include, but not limited to, the multi-family/condominium and single family housing, and commercial uses, located northerly of the site.
B. The description of potential building heights and any other components of the Area Plan, north of the site, should be described based on a combination of what would be permitted by the zoning and Area Plan in conjunction with the lot sizes.
C. The description of the project setting should include the development characteristics of the areas surrounding the project (e.g., single family lots on lots ranging from about 6,000 to about 9,000 square feet in size, no street lights, and very limited sidewalks) --- that these are suburban styled, and oriented, neighborhoods.
D. If the EIR does include information depicting the area surrounding the project site, as if it were built to the maximums allowed by the area plan, then the document should base its ambient setting on generation figures that would exist as if the area were to be "built out" in accordance with the area plan.

II. Aesthetics/Light

1

A. The potential impacts of the loss of the views of the hills, located south of Ventura Boulevard, that would be eliminated by the proposed development of a parking structure (or any structure) to the east of the Macy's building, at the height of that building (more specifically, in excess of what exists today at that location).
B. Mitigation measures that call for the inclusion of landscaped areas in all areas other than those consumed by "hardscape" should be revised to require a certain ratio of landscaped areas to "hardscaped" areas. The current mitigation measure would allow the project not to include additional landscaping should new areas of hardscape be developed as a part of the project.
C. The components of the Commercial Corners Ordinance, from which the project application is seeking a variance, related to aesthetics, and other components.
D. The potential significant impacts of lights, associated with parking structures, and vehicles leaving/entering the project site, during longer hours of darkness due to a change in operating hours of the Mall, as it affects neighboring residential areas (e.g.,

employees/customers/vendors driving on residential streets) that have very limited street lights (e.g., causing vehicles to use their "bright lights", potentially causing significant impacts on the currently dark sky of these areas).
E. The potential significant impacts of lights, associated with the construction of a new parking structure on Riverside Drive and the impact of the existing parking structure on the 101 Freeway.
F. The location of the City required public art.
G. Mitigation measures to improve the appearance of the Riverside Drive facade, which should be designed so that it seems to be an integral part of the Mall and the surrounding area rather than merely a "wall" between the two areas/land uses.
H. The potential impacts of the proposed eight foot tall wall that is proposed as a noise barrier.
I. A detailed site plan (including landscaping locations and goals – e.g. approximate heights of plants so that the reader can understand the purpose and effectiveness of the landscaping at that location and elevations depicting the improvements to the site; including lanes designs on-site and off-site the property), other than artists' renderings which are often difficult to decipher.
J. Location of pedestrian access points to the interior of the shopping portion of the Mall, from surrounding public streets, including those that are handicapped accessible.

1

III. Air Quality

A. The air quality impacts due to the LOS (Level of Service) at parking lot entrances, which we believe are at the lower (most impacting) levels due to design, location, and limited number of project site access points.
B. The unique air quality of Sherman Oaks, as demonstrated by the area Wind Rose, should be distinguished from the other areas of the San Fernando Valley, when determining the ambient air quality of the project setting, as well as project impacts.
C. The EIR Traffic Study, on which much of the Air Quality discussion will be based, should reflect the suburban ambient setting or other model of the project site and project, where the use of public transportation, walking, carpools, and/or bikes for use by employees and/or shoppers/visitors to the Mall is highly unlikely.

By using this model, the recent issues cited by both Councilmember Greuel and Planning Director Goldberg regarding the inaccuracy of national traffic generation rates can be addressed to suit the project area rather than spending funds to create a new model for all of the City of Los Angeles. We contend that even if a new model were to be generated for the City, discrepancies would remain when comparing the highly urbanized areas (e.g., Downtown Los Angeles) of the City to those that are rural (parts of Sylmar) and areas in-between (e.g., Sherman Oaks).
D. Incorporation of discussion issues suggested in this letter relative to Transportation/Parking and overall flow efficiency.

2

IV. Land Use Planning

A. The growth inducing impacts of the proposed project, since it is an urban sized and designed project, that is to be located in a suburban area; one that is not otherwise prepared for urbanization. There are no major means of public transportation in the

6

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project area that could serve to offset the impacts of the mandatory use of single occupancy vehicles (SOV). We believe that the project, as proposed, will cause the urbanization of Sherman Oaks. This is an issue for discussion in the EIR, since it will create significant impacts on the environment. (6) (15)

Currently, the subject property is suburban in nature and orientation because of the lack of useful public transit, and the low density of residential and commercial uses. The residential streets are characterized for the most part, as without street lights or sidewalks. Vehicular traffic reaches the site, via the 101 Freeway, from which traffic needs to make a number of turns to enter the subject property. The designated highways in the area do not adequately provide access to the site either. Traffic to and from the project site competes with the northbound and southbound traffic that funnels into the 101 from the extensive areas north of the 101 Freeway as far north as the 118 Freeway (a watershed of approximately 10 miles), Additionally, there are no major housing centers or job centers near the project site that would encourage a large number of visitors to site arriving by walking. While the Van Nuys-Sherman Oaks Community Plan depicts the subject property as "Community Commercial," the existing limitations on the extent of the development on the site is controlled by the amount of the site designated for actual retail structures and parking only. While the proposed zoning will extend the portions of the site that can be developed with retail and other uses under the commercial designation, the site is relatively small for the existing as well as proposed square footage of build out.

The International Council of Retail Centers Research describes shopping center types by a combination of the size of the square footage of retail uses on the site and the size of the sites (***http://www.icsc.org/srch/lib/shopcentdefs.html***).

Type	Concept	Sq Ft w/Anchors	Acreage
Neighborhood Center	Convenience	30,000-150,000	3 - 15
Community Center	General Merchandise; Convenience	100,000-350,000	10 - 40
Regional Center	General Merchandise; Fashion (Mall, typically enclosed)	400,000-800,000	40 - 100
Superregional Center	Similar to Regional Center but has more variety and assortment	800,000 plus	60 - 120
Power Center	Category-dominant anchors; few small tenants	250,000 – 600,000	25 - 80

This information is useful in assessing the potential impacts of the proposed project relative to the setting in which it is occurring. More than anything, if this project were to occur in an urbanized area, then it would be laudable to "shoe horn" in as much development as is possible into the site, relying on the residential and job density (the visitors who walk to the site) and high level of public transit to limit vehicle miles traveled, and air quality, transportation and parking issues associated with such a use and interactive density. It is likely that many trips to the property would be by foot. It

would also be anticipated that employees would take public transit to and from work, and that they would have the opportunity to carpool to the site with people who were employed on-site but elsewhere in the area. That, however, is not the case when an urban development is proposed for development in a suburban community. 6 15

B. The status of the Ventura Boulevard Specific Plan and other community plans currently under review or scheduled for review, and the associated environmental documentation which may be revised or under way, respectively, during the processing of the project's environmental documentation.

C. The potential impact on all environmental factors, discussed in the project EIR, based on the entire build-out of the subject property [e.g., 25% greater than the project described as 1,075,000 gross leaseable square feet or over what would be permitted by the proposed project (i.e., 1,343,750 glsf) because the applicant is seeking the removal of the "P" zone from the site (which limited the location/parameters of retail space)] as well as variance from the Commercial Corners Ordinances, thereby, making the project exempt from future discretionary actions and reviews or limiting them, wherein public disclosure could or would be unlikely (e.g., subject only to a Negative Declaration for a discretionary permit or even a use by right, in which no review will occur).

D. The specific language (in its context) from the Southern California Association of Governments' (SCAG) documents cited in the MND, if it is to be cited in the EIR. SCAG is the Metropolitan Planning Organization (MPO) for the region, responsible for a master EIR for compliance and conformity with the Regional Transportation Plan and Regional Transportation Improvement Plan under the Clean Air Act, and therefore all of their adopted documents and strategies are applicable and controlling.

E. While it may not be quantifiable, it is probable that the nature of the surrounding community will change with the implementation of the project as proposed. With an increase of traffic along neighborhood streets, with a heightened potential for Mall oriented drivers parking on neighboring residential streets, with the longer hours of operation, and the inclusion of a full liquor permits, this stable suburban family-oriented neighborhood will convert into one that is urban, and characterized by a more transient population non-family oriented community, as we have witnessed around similar developments such as Beverly Center. Those urbanized and more adult oriented areas have a tendency to require different services than do a family oriented neighborhood. For example, while a family oriented community would need parks oriented toward all ages (with a balance from infancy to seniors), a more adult oriented park would need to include more activities oriented toward adults, including basketball and tennis courts, with few activities oriented toward toddlers. At Plummer Park, for instance, in the West Hollywood area, a number of tables painted with chess boards were installed shortly after the arrival of a large population of older Russian immigrants to the area. The community population shifted to one which was more interested in playing chess than youth baseball. Adult communities are also likely to consume more police services to deal with issues to do with activities associated with the use of alcohol and drugs.

In the SCAG guideline document, *Compass, Blueprint, Growth Vision Principles*, "Livability" and "Choice" are two key goals of those principles (http://www.compass blueprintorg/vision/principles#anchor2).

> "Whether people choose to live in a relatively dense urban core or in one of the region's many suburbs, there are plenty of ways to increase our livability. Some areas will experience minimal change, while others will see more changes that are pronounced. Emphasis will be placed on focusing new growth in existing areas that are located along major transportation systems – resulting in better access to jobs, cultural opportunities and a variety of housing choices."

(6)
(15)

This portion of Sherman Oaks should be one of those areas that experience "minimal change." In the case of the proposed expansion of Fashion Square, the only major transportation system within proximity of the Mall is the Ventura Freeway. Recent actions and development by the LA County MTA, SCAG, Caltrans, and Federal Highways Administration specifically rejected the additional utilization of the 101Freeway for added transit systems, instead adopting an alignment along the Burbank-Chandler railroad right of way (2 miles north of the subject property – the Orange Line) for that specific purpose. The build out of that system will have a limited capacity at the risk of lost functionality, restricted east-west and not interface with the subject property

Public transportation to the subject property is very limited in terms of frequency and connectivity of buses and other systems. Automobiles will provide the primary access to the subject property for employees, visitors, and customers. Due to the dimensions of the subject property, and the number of streets that must be used from the Freeway to reach the Mall, traffic congestion will be a major outcome of the project if it is not designed (including its size, it on-site features, its relationship to off-site areas) to avoid such impacts. This portion of Sherman Oaks, given existing transportation (e.g., congestion, lack of mobility) issues, and its suburban character of its residential and commercial neighborhoods, is not an area that is suited for an urban designed and sized project. The expansion of Fashion Square should not be in a manner that it begins the urbanization of this area. As the *Principles* notes: "Livability may mean something different to everyone, but a common thread that runs through any livable region is a sense of community, innovation, character and progress woven together into something that simply feels right. It feels like home."

VI. Noise

(7)

A. The potential Noise impacts of the project if it is not possible to build the proposed eight foot tall noise barrier.
B. The potential impacts, on surrounding residential areas, due to the change in the nature and time of patrons, employees, and venders using the site, and accessing the site, because of the proposed liquor permit and extension of hours of the Malls operations.
C. The CNEL anticipated in the proposed Food Court area (reasonably assuming that other area Food Courts operated by Westfield could serve as a model for analysis).

D. The potential noise impacts emanating from the proposed five to six story parking structure (7)

VI. Population and Housing

A. The potential impacts on the residential property values of the properties immediately surrounding the project site (the most affected neighborhoods – north of the subject property and elsewhere), since, if the property values are reduced by the development of the proposed project, to the point where they are purchased for the construction of multi-family dwellings, or the value degrades to the area becoming blighted, there is the potential of a significant impact on the physical environment due to that change. (6) (13)

B. The income of employees of the proposed Mall, since the applicant and a local business organization cites that the project will provide good jobs to the area, and that this is a reason for the City of Los Angeles to approve the project. This information will give insight into the validation of traffic generation numbers (e.g., what is the relationship between the income of future project employees and where they are likely to be able to financially afford to live – this is considered a perfectly acceptable discussion in the typical Jobs/Housing balance analysis). It should be noted that frequently the "rubber-stamped" logic of "provision of good jobs" is used as a part of the Overriding Consideration when a project is approved.

C. The sales taxes generated by the proposed Mall, since the applicant and a local business organization cite that this is a reason that the project should be approved by the City of Los Angeles. It should be noted that frequently the "provision of substantial sales taxes generated by a project" is used as a part of the Overriding Consideration when a project is approved. How does increased sales taxes compare with lost property taxes by the reduced value and pricing of affected nearby properties?

D. The location of low income housing that will be provided for the anticipated employees of the proposed project, as it relates to new construction, air quality, transportation, etc. While retail jobs are an integral part of any community, and a job that is worthy of respect, unfortunately, traditionally, they are low paying jobs.

E. The potential impact on existing housing stock and area infrastructure (e.g., traffic, schools, parking, sewers, services, et al), if employees need to exceed the typical capacity of a residential unit (e.g., multiple families, families and non-families, families and non-family members, adult non-family members all residing in a unit designed for a nuclear family). The US Census Bureau currently assigns the following ratios of people per household based on who lives in the residence: Family Members Only Householders Size of 3.14 persons, and Family and Non-Family Member Householders Size of 4.27 person, **www.census.gov/population/socdemo/ hhfam/cps2003/ tab AVG1. pdf**) in order to, by necessity or choice, to live close to their place of work at the Mall.

VII. Public Services

A. The location and description of all on-site Fire Lanes to provide through access for first responders as required on other commercial and residential projects and in residential neighborhoods. (8)

B. The potential impacts of the project not providing clear Fire Lanes across the subject property, west to east. (8)
C. The potential impacts of first responders, coming from north of the project site, required to drive against head on traffic in order to reach the Fire Lane, although apparently inadequate to meet Fire Department standards, located south and adjacent to the Bloomingdale's store.
D. The potential impacts of first responders not having direct access from westbound Riverside to the Bank of America/Ross site, unless they drive against traffic on the south side of Riverside.
E. The potential impacts of first responders not having direct access from eastbound Riverside to the Downey Savings site, unless they drive against traffic on the north side of Riverside.
F. The potential impacts of a full and partial diverter at Matilija/Riverside, and at La Maida/Woodman (a suggested Alternative design) proposed as a mitigation measure for traffic issues for first responders arriving to locations north and west of the traffic diverters.
G. Description of number of dedicated employees, hours of availability, location of availability, and other methods of security to be used by Mall operators.

VIII. Transportation/Parking
A. The specific mitigation measures proposed to reduce potential traffic impacts to a level of insignificance, both as a part of the primary mitigation program, and as a part of the Neighborhood Protection Plan, in the neighborhoods near to and adjoining the subject property, since in past projects, their implementation have affected the area neighborhoods, to include: (11)

1. Identification of any new or removed stripping/designated travel lanes;
2. Removal/addition of on-street parking spaces;
3. Changes and/or additions to on-street parking, including installation of parking meters, designation of parking permit areas, hours of permitted parking, areas of no parking, areas of loading and unloading of passenger vehicles only;
4. Identification of commercial loading and unloading areas on-site and on public streets (e.g., today, loading activities occur in public median and on the sidewalks on Riverside Drive, blocking pedestrians from cross the street);
5. Identification of changes in the broken lines in area bicycle lanes and locations of new bicycle lanes for vehicles changing lanes since they can affect congestion;
6. The location of new and removed crosswalks;
7. Location of any new and removed traffic signals and their anticipated intervals/cycles;
8. Location of new and removed stop signs and other similar controls; and
9. Location of any new medians on any area streets and the design of those medians.

B. The Level of Service for each entrance to the project site, and/or similar quantifiers of the potential congestion of streets serving those access points and likely traffic conflicts that affect routes and parking decisions.

C. An explanation of why the proposed project is funding road/traffic/light improvements unrelated or less related to the potential impact of the project (e.g., Beverly Glen/Tyrone).
D. The potential project impacts on Valley Heart/Woodman and Valley Heart/Hazeltine; Matilija and Ranchito at Magnolia; Matilija and Ranchito at Riverside; LaMaida/Woodman; Ventura/Woodman; Woodman/Magnolia; Fulton/Riverside; Addison at Woodman, Matilija, Ranchito, Murrieta, etc. (i.e., streets and intersections that will potentially be impacted by traffic generated by the Mall and traffic attempting to avoid Mall generated traffic).
E. Impact on area streets near off-site seasonal employee parking (e.g., employees parking at Notre Dame High during Christmas season).
F. The potential impacts of traffic light synchronization programs on perpendicular/intersecting streets and interface with the 101 Freeway.
G. The potential impacts of synchronization programs when the signal facilitates a turn onto private property (e.g., traffic light into the Mall which may not have a fluid traffic flow) and onto the terminus of a street (e.g., Hazeltine/Ventura, Woodman/Ventura).
H. The potential impacts of left turn arrows, and other priority controls, onto traffic on perpendicular/intersecting streets.
I. The use of the most recent ITE standards (for traffic generation figures) to evaluate potential traffic impacts.
J. The use of traffic standards and evaluation based on the suburban setting of the project site (e.g., an acceptable LOS in a urban area may not be acceptable in a suburban setting -- e.g., LA County's North Area Plan has a lower threshold for significance —the acceptable LOS -- in its suburban/rural setting than do other specific plans in that jurisdiction).
K. Identification of existing unacceptable LOS as well as the percentage by which the project brings the project closer to the next LOS, and in the case of LOS F, the percentage added to that LOS.
L. Identification as a "significant impact" if the project contributes traffic and cannot mitigate that traffic to an LOS from A to F.
M. Traffic counts that are based on the peak use and peak hours of the Mall in addition to the traditional peak hours of rush hours.
N. The number of employees, customers, and visitors (which are encouraged by the Mall by their programs) currently using public transportation, bikes, walking, and carpools to reach the project site.
O. The number of employees, customers, and visitors anticipated to use public transportation, bikes, walking, and carpools to reach the project site under the proposed expansion.
P. The potential impacts on traffic and parking, if the employees, patrons, and visitors anticipated using public transportation, bikes, walking, and carpools to reach the project site do not use those modes of transportation.
Q. The potential impacts of the project on the 101 Freeway (including its on and off-ramps, and its interchange with the I-405 and 134 Freeways).

(11)

R. The specifics of the Neighborhood Protection Plan, to disclose the potential secondary impacts of the proposed measures at a time when the site plan can still be modified. (11)

S. The potential impacts on area streets (including Matilija north of Riverside), if a complete traffic diverter is not installed at Riverside/Matilija, looking at the potential impacts both with and without a traffic light there.

T. Traffic generation rates at Woodman/Riverside, should the newly installed "right turn only" (forced bypass of that intersection to reach Westbound Riverside) be elimninated (e.g., no longer forcing connecting and pass through traffic from a Major Highway to reach another Major Highway via a Local Street).

U. Number, ratio, and location of compact sized spaces (and any variances from that).

V. Relocation of non-Mall generated parking (e.g., the Buckley School, Notre Dame High), if that is to occur as a result of the proposed project and impact on traffic/parking in the areas to where the parking is relocated.

W. The potential impact on parking if the Sunkist parking lot is not longer available to the public as it is currently, and regularly, utilized.

X. Identification in the parking study of specifically where there were available parking spaces, on-site, in support of the reduced parking space ratio, by designation of tandem, full size spaces, handicapped, pregnancy/new mother, electric vehicle plug in stations, and compact spaces.

Y. The size of parking spaces because in its literature, the applicant states that the parking spaces under the new project will be larger in size than what is there today.

Z. A study of parking generated by the Mall onto area streets and the nearby Sunkist parking lot, by a parking count on a Sunday on Riverside Drive and in the Sunkist lot before the Mall is open, mid-day when the Mall is open, and after the Mall is closed.

AA. Location of Valet Parking area(s) at the Mall, and charges, if any.

BB. Charges for parking, if any, at the Mall.

CC. A site plan, with dimensions showing the distance from Mall buildings to the edge of parking areas and to area streets so that the decision makers and the public can evaluate the likely use of on and off-site parking.

DD. A parking study to include the parking required to accommodate the special programs that are encouraged by the mall (e.g., walking programs, children's play area, special events) that attract visitors to the site other than those who would be covered in the gross, rentable or net leaseable space (those who would be at the Mall anyway). Our neighbors and we have gone to the Mall strictly for the purpose of attending special events (e.g., walking program, Halloween events, community meetings).

EE. The maximum occupancy number over the entire site, as established by the City of Los Angeles, and a parking space plan/count based on that number, and a parking space plan/count based on the rentable space (all interior areas of the Mall, including mezzanines, except for elevator shafts, stairwells, and bathrooms) of the mall and its appurtenant facilities.

FF. List of all activities in parking areas for activities other than parking (e.g., car detailing, as is occurring today in the parking area south of the Macy's building).

GG. A clear picture of how traffic, under the proposed design, would enter and leave the Bank of America/Ross center site, and its relationship to traffic entering and leaving

through that common access point at Riverside. For instance, will there be traffic controls to stop northbound Mall traffic, south of the Center access point on the Mall property, so that vehicles will be able to make left turns in and out of that site If traffic controls are used, does that slow the traffic using those access lanes, literally shortening or segmenting the stacking lanes that emanate from Riverside? Will sufficient stacking capability be on-site so that public streets do not supplement this requirement and that proposed intersections could be kept clear? 11
HH.

X. Alternative Project Designs

(Proposal to LA City and the Applicant) 11

A. Use and improve the existing access point to the immediately/adjacent east of the Macy's building, by removing the uphill access from Riverside, and re-open the access point located between the Macy's and the Bloomingdale's on Riverside. We believe that the problems that currently exist at the entrance immediately to the east of Macy's are there for a number of reasons, each creating stacking problems that flow into Riverside which include: 12

1. The access is uphill from Riverside – many people are hesitant to maintain their speed when they cannot see what is front of them, whether it be due to a curve or an uphill drive;
2. The turns accessing the site from westbound Riverside (left turners) and from eastbound Riverside (right turners) are competing for a single land into the site – this could be remedied today by converting the middle right turn only exit lane into a inbound lane;
3. The most southerly aisle of the structure that is accessible from the ramp access is very close to Riverside, creating conflicts as cars attempt to turn left into that aisle soon after the driver arrives on the property – this could be remedied today by making the first aisle available for access more to the south of the structure;
4. Vehicles slow and stop for pedestrians walking between the parking area and the Macy's store, across the access aisle– this could be remedied today by using hardscape (even railing) to direct pedestrians to cross over to/from Macy's except from a location more southerly in the parking area.

Additionally, the only pedestrian access to the Mall available at this time at that location is using a narrow sidewalk adjoining the west side of the ramp, or a staircase adjoining the east side of the Macy's. Neither access is handicapped accessible.

B. Place some or all of the new stores planned, along the Riverside frontage, where the existing and proposed 5-6 story parking lot is proposed, limiting the height to the that of the existing parking structure;

C. Install a synchronized crosswalk at Ranchito/Riverside to work with a traffic signal, as proposed herein, at the revised access adjoining Macy's.

D. Place all parking at the south side of the property. This will allow a longer stacking lane on site and be more pedestrian friendly.

E. Development of condominiums or commercial use (e.g., freestanding store, restaurant), behind the Bank of America/Ross Center (to increase the use of that parking area which is rarely used by customers, visitors, or employees).

F. Create a pedestrian entrance to the Mall, near the southeasterly point of the subject property that would enter new shops in the location of the existing parking structure, in lieu of where the applicant is proposing a new parking structure. (11)

G. Use of the existing access point, parallel to and abutting the Bank of America/Ross center for exit only to compensate for the loss of the Woodman exit from the property. If a separate structure would be developed behind the Bank of America/Ross Center, then the Woodman Ave access point should be used for ingress and egress for that use (an alternative access point would be through the Mall's main access point more to the west). (12)

H. Create pedestrian entrances along Riverside, and provide internal parking and access points that would allow the restaurants to operate easily after the Mall closing hours. Parking areas outside of the Mall could be protected by limiting pedestrian crossing areas to the Mall to Woodman and Riverside, and Ranchito and Riverside. Additionally, by providing a fluid access from public streets onto the Mall property, and then providing an internal circulation that makes finding and accessing a parking space very easy (with alternatives to valet), the restaurant customers would be encouraged to park on-site. People who live in the neighborhood could either walk to the site and/or drive to the site.

I. Complete closures, to all vehicular traffic (allowing for bicycles, emergency vehicles, and pedestrians) at LaMaida at Woodman, Matilija at Riverside and Matilija at Magnolia to stop through traffic to or around the Mall, as well as to deter off-site parking;

J. Install a "No Left Turn" at southbound Ranchito to eastbound Riverside, to stop drivers from using Ranchito as a through street to or around the Mall.

K. Remove proposed traffic signal and crosswalks at the intersection of Matilija and Riverside and locate a traffic signal (no crosswalk at that location; crosswalk at Ranchito) immediately east of the Macy's building – approximately 100 yards West of Matilija.

L. Remove the traffic signal and crosswalk proposed for Matilija/Riverside, which was an outgrowth of the applicant seeking a new parking structure entrance adjacent to at the terminus of Matilija and was required for that reason by LA DOT.

M. Create a building facade on Riverside that has a variety of elements to break-up the "wall" appearance that it has today. Elements could include a series of faux divisions along the facade, using various aesthetic elements, such as roof elevations, colors and textures, windows, and other architectural details.

N. Remove the "right turn only" lane at the northwest corner of LaMaida/Woodman, which was recently installed. That design, when drivers follow the instruction, takes traffic from Woodman (a Major Highway) and sends it on LaMaida (a Local Street in a residential area) to connect with Riverside (a Major Highway) , which does not represent good public policy. By our observations, most drivers ignore that instruction, if for no other reason than they are confused. Some drivers continue on Woodman, south of LaMaida to make their right turn at Riverside or also ignore the "right turn only" lane to cross Riverside for ease of access to driveways there or to get onto the 101 Freeway Westbound on-ramp. Therefore, there is not any protection for vehicles turning left at the intersection (Woodman @ La Maida) – a false sense of security, which promotes

conflicts. The limitation on that lane also creates additional stacking on southbound Woodman as it eliminates a general flow lane of traffic, even if that lane is a part of a parking lane. (11)

If for some reason the LaMaida/Woodman intersection is not closed completely as a result of this project, then we would recommend that a "No Left" turn sign is posted both for eastbound and westbound traffic at that intersection. That would be the most effective manner to assure that vehicles turning left at that intersection are not hit by on-coming cars that are often of limited visibility at that intersection. (12)

O. Limit the Woodman access of the subject property to entrances only, posting the area with a "Do Not Enter" , "No Exit, Severe Tire Damage" signs and/or physical direction controls. Eliminating vehicles from, exiting the site at that location will go far to eliminate conflicts with vehicles attempting to enter the 101 Freeway Westbound on-ramp which is located to the south of that access point. Vehicles could continue to exit the site, and reach the on-ramp and Woodman via the driveway onto Riverside adjacent to the Bank of America/Ross center

P. Remove the "right turn only" lane at the northwest corner of Woodman/Riverside. That limitation was installed as a part of the most recent expansion of Fashion Square. It has caused confusion, and traffic conflicts and congestion since that time

On the north side of Woodman, a general flow lane has been removed. The number of vehicles using that right turn only lane does not equal the number that used it when it was a general flow lane. The circumstances today require a driver on southbound Woodman, north of Riverside, seeking to enter the Bank of America/Ross Center or the Westfield property, via their Woodman access point, or to enter the 101 Freeway Westbound on-ramp, to merge/compete with drivers making right turns from eastbound Riverside to southbound Woodman, and those exiting the Bank of America/Ross center to get into the far right lane in time to make their turns in a very short distance.

Q. Re-stripe the bicycle lane on the north side of Riverside, within a few feet of the northeast intersection of Woodman/Riverside, to allow vehicles earlier entry into the right turn only lane more to the east than it currently is. Although the right turn pocket begins at the point where the curb (on the north side of Riverside) is painted red, the stripping of the bicycle lane prohibits vehicles from entering the lane at a more easterly location.

By limiting the entrance to the right turn pocket to where the red curb begins, the lane is not as efficient as it can be. Given that there are rarely any cars parked to the east of the red curb during peak hours, opening the bicycle lane (using dashes as often seen), cars can leave the general flow lane at an earlier time. While the State Vehicle Code does allow for vehicles to enter a bicycle lane "to prepare for a turn within a distance of 200 feet from the intersection" (State of California Vehicle Code, Division 11, Rules *of the Road*, Chapter 1, Motorized Vehicles and Motorized Bicycles in Bicycle Lanes, Section21209.(a)(3), most drivers (and probably police officers) rely on the street striping for determining where a turn can begin. Rather than elevating congestion, the current demarcation of the bicycle lane not only causes congestion (as cars wait in the

general flow lane to enter the right turn pocket, but it does not take advantage of an opportunity, given the circumstances, to reduce it more than if it were to be at another location where a clear parking area did not usually exist. (11)

The existing design of the lane is another example of a plan looking good on paper but creating havoc or being inefficient in the field; as realized most by the people who live in and work in the area, and who, once again, have the best perception of proposed changes. (12)

In closing, thank you again for the opportunity to participate in this process. We believe that there is the opportunity for the project proponent to create a project that will fulfill their needs while protecting the needs of the surrounding communities.

Do not hesitate to contact us if you have any questions with regard to the issues that we have addressed herein. It is in the best interest of the project and process that we have the chance to clarify and/or add to our comments and questions rather than them being dismissed in the EIR because they were not understood or initially rejected.

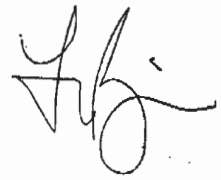
These documents, and other opinions, are posted for the public record on the website www.SOTalks.com.

Very truly yours,

BROGIN COMPANIES, INC.







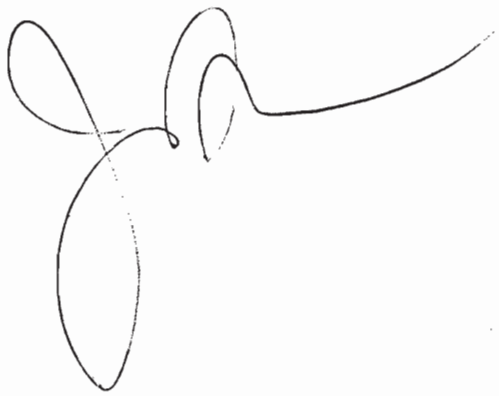
Wendy M. Brogin, AICP Nathan Brogin Lori W. Brogin, Esq.

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

I am concerned about the increased traffic.
I am concerned about over building in the neighborhood and the decreased quality of life brought on by too many people.

15



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(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Jonathan Brown

Organization (if you are representing one)

Address: 412 Greenbush Ave

City: SG State: CA Zip: 91423

Email Address: Phone: 818 766 1747

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 27, 2007 10:39 AM
Subject: Fwd: Fashion Square Expansion Project COMMENTS

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> Kimberley <jakbrown2002@earthlink.net> 8/17/2007 3:54 PM >>>
Dear Mr. Glick:

Unfortunately, my family and I were unable to attend the "Expansion Project" meeting on August 6th 2007. Therefore I am writing this to you with our personal comments. I would assume that most of my neighbors on our street would feel similar about this. If they disagree with my comments, I'm sure you will hear from them (or already have) under separate cover.

Our street, the 4800 block of Stansbury Avenue is located just behind Trader Joe's at the North West corner adjacent to the Bloomingdale's entrance on Riverside @ Hazeltine. As I'm sure you are well aware, we have a tremendous traffic problem already, with overflow from the park and the Trader Joe's parking lot with their mini mall in tow. We as a community street have tried in vain for may years to obtain permit parking, with currently no resolution in sight. With that said, it would be an understatement to say that the idea of the proposed unnecessary expansion of the Fashion Square would put all of us in an additional congested situation.

To close ANY entrances to this mall is just a disaster waiting to happen. It's hard enough to get into the tiny two entrance driveways via car already, let alone toy with the idea of any type of traffic diversion on either Riverside Drive or Hazeltine Ave. A few important questions; Where do the trucks haul debris? What magical open route do they take? Any traffic lights additionally installed with just cause a longer wait time to drive down Riverside towards Woodman Avenue (South) and cause more of a back-up. Evidently, they have asked for a permit extension to work from 5 am to 12 am? Is this possible? Are we not supposed to sleep? Over the last few years, the

(11)

Fashion Square Mall has gone from a quaint, outdoor shopping venue (back in the 1980's) to a big behemoth of a shopping "mall" looking to rival the Beverly Center and Topanga Plaza with 1/2 their actual space. It seems that the developers of this land are just basically greedy and do not care how or if the expansion would impact the surrounding residents from day one. Do we really need to attract more traffic in the area? Does the mall really need more shoppers or clientele? Are stores closing because of consumer spending? Wouldn't that be a quality of life + recession of the economy issue rather then "Hey, let's make this place bigger and bigger 'till we run out of space! This neighborhood needs more shopping!!!" Shop 'till you drop! One stop shop! Great! Just pack us all in like a bunch of sardines! Do you think we should just stand by and not address them on this? What's next? Maybe a development company coming in and leveling OUR street to make room for more condo's, mansions and a LARGER parking structure for the mall? Maybe some housing projects for the mall employees? Where does it end? Tell me, what stops big business from running the little man out of town.....

In closing, this overall expansion puts current residents in an overall declining situation of our (somewhat) still peaceful surroundings. It ads additional cars, fuel, gases and not to mention the long term environmental impact on humans and plants living so close to such a large scale construction project. We already have Coyotes, Raccoons and Rats living in the wash/river down by the mall; where do they flee to when they are driven out of there? Hopefully not to our backyards? I would politely request that we be allowed to have an additional forum to fight this project, in the same way the residents of Sunland-Tujunga were able to fight Home Depot with the help of our Councilwoman Gruel.

Again, I speak for myself and my family but I wanted to make sure my neighbors were copied on this letter as well to pass around. For all that we have worked for as a community, we can't just sit idly by and let the Fashion Square developers 'call the shots'.

I look forward to hearing your thoughts, Mr. Glick.

Respectively,

Kimberley Brown
(and Family)

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

I am concerned about Congestion, overbuilding, traffic, pollution, Crime in surrounding neighborhood the speeding cars on Valley heart Drive - North between Fulton & Woodman (11) (9)

I am very concerned about the quality of life in my neighborhood and community changing for myself and my children — and my neighbors.

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: mary ett brown

Organization (if you are representing one)

Address: 4512 greenbush avenue

City: Sherman Oaks State: Ca. Zip: 91423

Email Address: Phone: 8189069931

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

Mary Ett B

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: <Ideas76@aol.com>
To: <tom.glick@lacity.org>
Sent: Sunday, August 19, 2007 10:01 AM
Subject: Westfield Sherman Oaks Fashion Square

Dear Tom Glick:
I'm a concerned neighbor to the planned Sherman Oaks Fashion Square Expansion and would hope to enlist your aid in downsizing the grandiose plans for this new negative addition to my neighborhood.

At its present size the Fashion Square already makes it impossible to transverse Woodman between Magnolia and Moorpark during holiday shopping time.

Although the Sherman Oaks Homeowners Association tried valiantly to police the new Best Buy that opens in our neighborhood next week, BB was able to skirt all the height restrictions and environmental impact restrictions on them and we'll find out next week what the effect of that will be on our quality of life.

The advantages of the close sprint to BB if far outweighed by what the added parking problems at Gelsons and traffic snafus in the neighborhood will be.

All my neighbors feel the same way that I do, this proposed expansion (which we surely will not be able to stop) will adversely affect not only our day to day lives but our property values.

We are hoping that the plan to close off Matilija at Riverside will become a reality. That, at least would be a first step.

Please hear our pleas. What are ordinary people to do in the face of all the money developers can throw at all the bumps in their way. It seem they mostly prevail.

Perhaps with your help, our neighborhood can survive.

Thank you for much for any help you can give us.

K Callan
4957 Matilija Ave.
Sherman Oaks, CA 91423
818-995-4250

11

Get a sneak peek of the all-new AOL.com.

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

I live on Hazeltine near Moorpark. Take into consideration the Development on Moorpark & Ventura Blvd. (mix use). the Best Buy Project & the proposed Mall expansion. Traffic, Noise & Air Pollution will force us out of our Homes & Apartments. Most of us use street parking. How will this be possible? update the Mall only. (14) (11)

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

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CITY PLANNING
VAN NUYS

Name: Ellen Carey

Organization (if you are representing one)

Address:

City: State: Zip:

Email Address: E.CAREY@SBCGlobal.net Phone:

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Diana Ching" <diana.ching@sbcglobal.net>
To: <Tom.Glick@lacity.org>
Sent: Monday, August 20, 2007 2:48 PM
Subject: Westfield Fashion Square Expansion: ENV-2007-9914-MND

Dear Sir:

I wish to express my concerns regarding the expansion of Westfield Fashion Square. I reside at 4843 Murietta Ave., Sherman Oaks, CA 91423 just north of Riverside Dr.

First, I am concerned about the increased traffic around Fashion Square. The expansion will generate so much traffic and the potential of increased traffic on our residential streets. This is a quiet neighborhood, which is one of the reasons I recently moved here. (11)

I am also extremely distressed with the proposal of four restaruants serving liquor,especially if they are located on Riverside Drive. One for the potential again, of patrons parking on our residential streets and for noise generated - late at night. As mentioned above, I recently moved to this neighborhood. My previous address was located next to a very busy restaruant. Patrons left that facility late, were very loud when they left the restaurant and left trash and other unmentionable items on our lawns and streets. A very unsavory element was attacted to the area....I do not want to have that problem again. (7)

Also, the employees parked on our streets and when we had guests over they could not find a parking spot. What will prevent this from happening on our streets? Westfield must provide adequate parking not only for patrons, but for all the employees as well, if they propose to expand. (11)

Please keep me informed of any further meetings and decisions. Thank you.

Sincerely,

Diana Ching

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

YOUR 'AS DESIGNED' PARKING STRUCTURE WILL DOMINATE THE ~~SKY~~ VIEW FOR 26 HOMES ON VALLEYHEART DR.... TAKE L.A. RIVER PLAN INTO CONSIDERATION

PLEASE CONSIDER SERIOUS MITIGATION FOR HEIGHT - SEVERITY OF DESIGN -

ITS THREE TIMES HIGHER THAN THE PRESENT STRUCTURE.... WHICH IS AN EYESORE (ING. GLARING LIGHTS) WILL NEED LANDSCAPING ON ALL LEVELS TO DESTROY THE SEVERITY — VINES — TREES — BAMBOO NATURAL MATERIALS — STONE FACING, TIER + LOWER,

(If necessary, please use the reverse side of the paper.)

1

Please fill out your contact information below.

Thank you

Name: JOHN COGHLAN

Organization (if you are representing one)

Address: 13942 VALLEYHEART DR

City: SHERMAN OAKS State: CA Zip: 91423

Email Address: coghlanjohnj@yahoo.com Phone: 818 905 6411

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

DOCUMENTED SPEEDING ON VALLEYHEART DR - BETWEEN WOODMON & HAZELTINE CAUSED BY THE LAST EXPANSION — NEED TO TASTEFULLY MITIGATE SPEEDING — (NO SPEED BUMPS) LOOK AT THE L.A. RIVER PLAN FOR 'RIVER COMPATIBLE' MEASURES — CHICANES, LIMIT THROUGH TRAFFIC — NOT SPEED BUMPS.

J. C. (11)

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: JOHN COGHLAN

Organization (if you are representing one)

Address: 13842 VALLEYHEART DR.

City: SHERMAN OAKS State: CA Zip: 91423

Email Address: coghlanjohns@yahoo.com Phone: 905 6411 (818)

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: <jrc723@aol.com>
To: <TOM.GLICK@lacity.org>
Sent: Monday, August 20, 2007 6:37 PM
Subject: Westfield Expansion

Our family has lived on Matilija Ave for eleven years. While we don't object to some expansion of Westfield Fashion Square, we think the expansion is too big. We don't have sidewalks in our neighborhood and the speeding cars on our streets, looking for an alternate route to the mall, are a danger to my and others' children. We don't want traffic diverted through our streets. 11

Sincerely,

Julie and Bob Craft
5114 Matilija Ave
Sherman Oaks, CA 91423

AOL now offers free email to everyone. Find out more about what's free from AOL at **AOL.com**.

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

New Restaurant?

Sammy's Wood-fire Pizza and Grill

(many are in Orange County/San Diego)

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Lisa David

Organization (if you are representing one) SCHA

Address: 4862 Matilija

City: Sherman Oaks State: CA Zip:

Email Address: lovesicecream@adelphia.net Phone: (818) 905-5023

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

7

The current noise level in Fashion Square — particularly in the food court — is unbearable.

I want an "industrial audiologist" to evaluate acceptable noise levels — 1) both at the current mall and 2) to be involved in the proposed larger mall.

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Lisa David

Organization (if you are representing one) SOHA

Address: 4862 Matilija Ave

City: Sherman Oaks State: CA Zip: 91423

Email Address: lovesicecream@adelphia.net Phone: (818) 905-5023

You may drop your comments in the comment box or send them by August 20, 2007 to:

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Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
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(12)

Many of us in the neighborhood do NOT want any expansion to Fashion Square.
In the event that our community and city council Veto the 80-store expansion, What are your Contingency plans for adding only 40 stores? Where are those drawings? Do not assume the 80-store

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Lisa David

Organization (if you are representing one) SOHA

Address: 4862 MATILIJA AVE

City: Sherman Oaks State: CA Zip: 91423

Email Address: lovesicecream@adelphia.net Phone: (818) 905-5023

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Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

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expansion is a "done" deal.

Aug 4, 2007

Tom Glick
L.A. Dept of City Planning
6262 Van Nuys, #351
Van Nuys, Calif 91401

Dear Sir.

I wish to say,
"No, No, No" to the plans
the
to expand Westfield, Sher.
Oaks Mall.

Thank you

Rosemond Demetrapoulos
14025 Peach Grove St.
Sher. Oaks, Cal. 91423
818 784-9380

owner of property since Oct. 1948

NEIL and Lynda DICKSON
14152 Hortense St.
Sherman Oaks, CA 91423
(818) 981-7693

8/7/07

Re : Fashion Square Expansion

Dear Mr Glick,

As a resident of Library Square I have obvious concerns about the impact that the Mall expansion, coupled with the Best Buy/Water Gardens/ Retail development on Moorpark, will have on our neighbourhood. At the moment traffic is tearing down Hortense both ways .Their seems to be total disregard for 'Stop' signs. Last week a child skateboarding at the corner of Hortense and Stansbury was knocked down by a car which was going too fast and failed to observe the signs. Fortunately the child was only badly bruised but it won't be long before something far more serious happens as the volume of traffic increases. (14) (11)

How do you propose to protect us ? What are your traffic mitigation plans? Where ,at the least, are those speed bumps that we signed for and were promised? Our neighbourhood will become a cut through and the quality of our children's lives compromised. At the very least we need to slow down the obvious traffic increase. How do you propose to do that?

Yours sincerely,

Neil Dickson.

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CITY OF LOS ANGELES
AUG 9 20[illegible]
CITY PLANNING
VAN NUYS

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

11
2

How does the estimated (by westfield) 1,250,000 cars per year impact our local neighborhood as well as the busies intersection in the world (405-101). There's more at stake than just neighborhood concerns. How much pollution can we take-we don't a bigger mall. This expansion helps nobody but Westfield. The EIR study needs to consider massive traffic trips as well as dust and car pollution as well as This expansion impacts more than just the local area. Please consider liquor licenses and the impact of 4 proposed bars in our area.

Please don't let them sell us out to the Wall Mart of malls.

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Peter Docter

Organization (if you are representing one) SOHA

Address: 13738 LaMaida St

City: Sherman Oaks State: CA Zip: 91423

Email Address: pete@usaudio and lighting.com Phone: 818-599-3930

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

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Westfield Fashion Square
EIR Scoping Meeting Comments

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With the greater volume of cars (some say up to 1,250,000 per year) the amount of pollution created will make the already busyest freeway intersection in world even busier.

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Peter Docter

Organization (if you are representing one) SOHA

Address: 13733 La Maida St

City: Sherman Oak State: CA Zip: 91423

Email Address: pete@usaudioandlighting.com Phone: 818-990-4464

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 27, 2007 10:39 AM
Subject: Fwd: Re: Fashion Square Expansion Project COMMENTS

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> "Susan Dukow" <dukows@earthlink.net> 8/17/2007 4:58 PM >>>
Kimberley,

I am sickened by hearing this.

Being squeezed now between Fashion Square and the Best Buy on Van Nuys Boulevard - and the Coyotes on their killing spree with NO HELP FROM ANYONE...

What a messed up world we live in... and all with the help of our representatives who align themselves with the greedmongers who create these situations.

God help our children... I'm just happy I don't have to worry about the ones I didn't have. Our world is self destructing in front of us.

Thanks for your letter and sharing it with me... I think...

Susan Dukow
4800 block of Tilden Avenue

----- Original Message -----
From: Kimberley
To: Tom.Glick@lacity.org
Cc: Bill Westland ; Lisa Kelley ; gettinlocalinsocal ; Lynne Tabler ; Silvina van kleinwee ; Patricia Davenport ; christopher.hickey@warnerbros.com ; Susan Dukow ; dogworks@dogworkstraining.com ; Jeremy Brown
Sent: Friday, August 17, 2007 3:54 PM
Subject: Fashion Square Expansion Project COMMENTS

Dear Mr. Glick:

Unfortunately, my family and I were unable to attend the "Expansion Project" meeting on August 6th 2007. Therefore I am writing this to you with our personal comments. I would assume that most of my neighbors on our street would feel similar about this. If they disagree with my comments, I'm sure you will hear from them (or already have) under separate cover.

Our street, the 4800 block of Stansbury Avenue is located just behind Trader Joe's at the North West corner adjacent to the Bloomingdale's entrance on Riverside @ Hazeltine. As I'm sure you are well aware, we have a tremendous traffic problem already, with overflow from the park and the Trader Joe's parking lot with their mini mall in tow. We as a community street have tried in vain for may years to obtain permit parking, with currently no resolution in sight. With that said, it would be an understatement to say that the idea of the proposed unnecessary expansion of the Fashion Square would put all of us in an additional congested situation.

To close ANY entrances to this mall is just a disaster waiting to happen. It's hard enough to get into the tiny two entrance driveways via car already, let alone toy with the idea of any type of traffic diversion on either Riverside Drive or Hazeltine Ave. A few important questions; Where do the trucks haul debris? What magical open route do they take? Any traffic lights additionally installed with just cause a longer wait time to drive down Riverside towards Woodman Avenue (South) and cause more of a back-up. Evidently, they have asked for a permit extension to work from 5 am to 12 am? Is this possible? Are we not supposed to sleep? Over the last few years, the Fashion Square Mall has gone from a quaint, outdoor shopping venue (back in the 1980's) to a big behemoth of a shopping "mall" looking to rival the Beverly Center and Topanga Plaza with 1/2 their actual space. It seems that the developers of this land are just basically greedy and do not care how or if the expansion would impact the surrounding residents from day one. Do we really need to attract more traffic in the area? Does the mall really need more shoppers or clientele? Are stores closing because of consumer spending? Wouldn't that be a quality of life + recession of the economy issue rather then "Hey, let's make this place bigger and bigger 'till we run out of space! This neighborhood needs more shopping!!!" Shop 'till you drop! One stop shop! Great! Just pack us all in like a bunch of sardines! Do you think we should just stand by and not address them on this? What's next? Maybe a development company coming in and leveling OUR street to make room for more condo's, mansions and a LARGER parking structure for the mall? Maybe some housing projects for the mall employees? Where does it end? Tell me, what stops big business from running the little man out of town.....

In closing, this overall expansion puts current residents in an overall declining situation of our (somewhat) still peaceful surroundings. It ads additional cars, fuel, gases and not to mention the long term environmental impact on humans and plants living so close to such a large scale construction project. We already have Coyotes, Raccoons and Rats living in the wash/river down by the mall; where do they flee to when they are driven out of there? Hopefully not to our backyards? I would politely request that we be allowed to have an additional forum to fight this project, in the same way the residents of Sunland-Tujunga were able to fight Home Depot with the help of our Councilwoman Gruel.

Again, I speak for myself and my family but I wanted to make sure my neighbors were copied on this letter as well to pass around. For all that we have worked for as a community, we can't just sit idly by and let the Fashion Square developers 'call the shots'.

I look forward to hearing your thoughts, Mr. Glick.

Respectively,

Kimberley Brown
(and Family)

_____ NOD32 2468 (20070817) Information _____

This message was checked by NOD32 antivirus system.
http://www.eset.com

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 27, 2007 10:40 AM
Subject: Fwd: Re: Re: Fashion Square Expansion Project COMMENTS (I willbe on vacation)

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

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>>> <dukows@earthlink.net> 8/17/2007 5:08 PM >>>
I apologize for this automatic reply to your email.

To control spam, I now allow incoming messages only from senders I have approved beforehand.

If you would like to be added to my list of approved senders, please fill out the short request form (see link below). Once I approve you, I will receive your original message in my inbox. You do not need to resend your message. I apologize for this one-time inconvenience.

Click the link below to fill out the request:

https://webmail.pas.earthlink.net/wam/addme?a=dukows@earthlink.net&id=1imbRY3kB3N13491

August 20, 2007

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Blvd., Suite 351
Van Nuys, CA 91401

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VAN NUYS

Dear Mr.Glick,

As a concerned resident of the Sherman Oaks area directly being affected by the expansion of the Westfield Sherman Oaks Fashion Square Shopping Town, I feel it is imperative that certain changes be made.

First of all, as a stay at home mother of two girls aged 8 and 10, I do not feel that having establishments in the mall that serve alcohol will be in the best interest of the mall or surrounding area. The last thing we need in addition to speeding vehicles is, senseless drinking and driving in our neighborhood. We already have problems with the over-spill from the mall parking, now add possible intoxicated drivers. It is not suitable for our area. There are plenty of well established bars and resturants on Ventura Blvd. (6)

Secondly, I am concerned about the proposed 'median' on Riverside Drive. This will allow us very limited access to and from our homes. I leave my house on Stern Ave., making a left turn onto Riverside Drive in order to take my girls to school. Why should we, as law abiding tax payers be forced to go out of our way because an over zealous corporation wants to expand a mall that is not in need of such a large expansion. It is not fair. (11)

Over the past few years, the traffic from the mall has trickled into out quaint neighborhood, exposing us to several problems.

Speeding cars that don't consider our children outside playing; cars parked in front of our driveways; our homes and cars being broken into several times.

11

They (Westfield Representatives) came into our neighborhood and went door to door to speak with all the people that own homes (albeit they came at a time that most people we not at home) to personally discuss our concerns. After expressing several of my concerns, I was simply told that this would 'raise my property value'!!! How?! Who in their right mind wants to live in a neighborhood that is home to yet another monstrasity like the Topanga Canyon Mall?!!

Please Mr. Glick, help us to not only maintain our neighborhood for the safety of our children, but to help us continue to enjoy having our little peice of the 'American Dream'. Growth is wonderful, but not at the risk we are being asked to take.

Sincerely,

Mrs. Lisa Duvernay

Lisa Duvernay
4828 Stern Ave.
Sherman Oaks, CA 91423

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

water features
Crate & Barrel
free standing "Mac" Cosmetics
"Sherman Oaks" name put back into the name of shopping center
Designer stores
Shoes stores

Restaurants
☆ Hebrew National Hotdogs / or Nathans Hot Dogs
☆ Carvel Ice cream (one on S.M. Blvd)
Soda Fountain type. Malts (old fashion) 50's style

Brents in Northridge
Morts in Tarzana
Langers down town

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Francine Fair

Organization (if you are representing one) SOHA member for the center

Address:

City: State: Zip:

Email Address: Phone: (818) 986-1611

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square
EIR Scoping Meeting Comments

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THE WOODMAN WESTBOUND ON RAMA NEEDS TO BE WIDENED AT THE TOP TO ALLOW TWO LANES OF TRAFFIC TO ENTER.

THE RAMA NEEDS TO BE WIDENED AT THE TOP TO ALLOW TWO VEHICLES TO ENTER THE FWY.

11

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: JULES FEIR

Organization (if you are representing one) SOHA

Address: 13424 CHELTENHAM DR

City: S.O. State: CA Zip: 91423

Email Address: JFEIR1027@AOL.COM Phone: 818 986 1615

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
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EIR Scoping Meeting Comments

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Need to limit cut through traffic on Adjoin near Matilija...

(11)

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: LANI Feldbaum

Organization (if you are representing one) self

Address: 4943 MATILIJA Ave

City: SHERMAN OAKS State: CA Zip:

Email Address: LANIFeld@yahoo.com Phone: 818 907 6057

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
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NO EXPANSION OF FASHION SQUARE — TOO MUCH TRAFFIC

11

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AUG 20 2007
CITY PLANNING
VAN NUYS

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Robert M Fox
Organization (if you are representing one)
Address: 3929 STANSBURY Ave
City: Sherman Oaks State: CA Zip: 91423
Email Address: FOXBETHERE@AOL.COM Phone: 818 788 8796

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

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Westfield Fashion Square
EIR Scoping Meeting Comments

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Forget the environment - look at the economy!

(14) (11) (13) (10)

The development is a bad idea - too many new projects will increase traffic, pollution - Excessive energy & water usage. Power shortages & more trash dumped. No to the Westfield expansion

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AUG 20 2007
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VAN NUYS

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Bill & Wilma Frederick

Organization (if you are representing one)

Address: 4484 Mammoth Ave

City: S.O. State: CA Zip: 91423

Email Address: No Computer Phone:

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

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Westfield Fashion Square
EIR Scoping Meeting Comments

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I OBJECT TO LOWERING THE RATIO OF PARKING TO 4.25/1000 ☐ FROM THE CURRENT 4.50 SPACES/1000 ☐ SQ. FT. (11)

ALSO, I LIVE ON MAMMOTH/ADDISON AND WILL NOW BE FORCED TO GO TO WOODMAN AND MAKE A RIGHT TURN ON RIVERSIDE AND THEN HAVE TO MAKE A LEFT TURN AT MATILIJA.

I CURRENTLY AVOID HAZELINE & RIVERSIDE DURING HOLIDAY PERIODS AND FEEL THIS ~~[illegible]~~ EXPANSION WILL MAKE TRAFFIC WORSE

THIS EXPANSION WILL TAKE A MIDDLE SIZE SHOPPING CENTER & MAKE IT A HORRIBLE EXPERIENCE

UNLIKE OTHER MALLS AND WESTFIELD MALLS. THIS MALL IS ON A MAIN ~~[illegible]~~ (RIVERSIDE) WHICH IS REGIONAL & NOT MALL ON NON-REGIONAL STREETS & THAT IT LEAD TO GRIDLOCK.

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: ROB FRIEDMAN

Organization (if you are representing one)

Address: 5018 MAMMOTH AVE

City: S.O State: Zip: 9[illegible]5423

Email Address: MDRROBC@GMAIL.COM Phone:

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Richard and Eva Gaynes
4839 Matilija Avenue
Sherman Oaks, California 91423
818 990-6466

August 16, 2007

RECEIVED
CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
VAN NUYS

Tom Glick, City Planner
Department of City Planning
6262 Van Nuys Blvd. Suite 351
Van Nuys, CA. 91401

Dear Mr. Glick,

It has come to our attention that you are reviewing neighborhood concerns regarding the proposed Westfield Mall expansion. My husband and I have lived in the Sherman Oaks area for over 30 years, and firmly believe that this project will negatively impact our community. The following is a list of our concerns:

1. ***This is a neighborhood community, not a business district.*** *The scope of this project is unacceptable in a community of primarily single home dwellings.* (6)

2. ***Environmental pollution*** *-Air quality and noise pollution. We have a freeway in close proximity and the idling cars of a mall that has seen 2 major upgrades already. How will this addition affect our health and the health of families.* (2) (7)

3. ***Traffic.*** *We do not believe that any traffic- light system can alleviate this already existing problem - if it can be done, why has it not been implemented on our streets already? Also, both the on-ramp and off-ramp of the 101 Freeway at Woodman is already at capacity.* (11)

4. ***Safety.*** *We are curious how many accidents have occurred within a half-mile radius of the mall in the past 5 years as compared with five years previous to that time. Accidents are a frequent sight at the intersection of Woodman and Riverside and the intersection of Hazeltine and Riverside. There has even been a pedestrian fatality.*

5. ***Liquefaction.*** *As anyone who owns property in this area knows, all of the deeds inform buyers that this is a liquefaction area. - not surprising since we are in the vicinity of the LA River. I remember the 1994 earthquake. We were incredibly fortunate that Macy's collapsed during* (3)

the night. Are these buildings any safer today and is building 'bigger' appropriate in such an area.

6. **Construction.** It has taken over a year to build the Best Buy (one store) on Van Nuys Blvd. I cannot even imagine how many years of construction noise and inconvenience we would have to endure - regardless of what Westfield promises.

7. **Wendy Greuel.** We are very unhappy with the comment that Councilwoman Wendy Greuel made in the Sherman Oaks Sun,. It appears that she has accepted that the expansion will take place and she will try to mitigate traffic and congestion - as if that is the only concern!

8. **What does the Woodland Hills community think of Westfield as a neighbor.** Westfield is pointing to Topanga Plaza as a success- we feel it is a monstrosity both esthetically and in size.

9. **Radius of 500 ft too narrow.** We would like to know how far into the community a project of this magnitude would impact the community as far as traffic, pollution, house values etc. At the onset of this project, Westfield sent representatives into the community to get comments. They reassured us that they wanted our input and that we were a very important part of this process. We recently found out that the radius of this canvassing was 500 ft. from the existing mall- an incredibly narrow picture. If that is the case it shows that all of their 'concern' is for show only -they did not want the community aware of what was happening until it was too late because they already knew the heart of the home owners from the last expansion.

10. **Property values.** We would also like to know that historically, when such development has been made in residential neighborhoods, what has happened to the home prices within a one-half mile radius of the development.

If this project is approved, my husband and I can look forward to years of upheaval and in the end have a view of t a six story parking structure at the end of our street instead of the Santa Monica Mountains.

Thank you for your time.

Sincerely,

Richard and Eva Gaynes

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

No idea of a gated community to protect the packet from Hazeltine to Woodman, Magnolia to Riverside

11

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Heath Goldman

Organization (if you are representing one)

Address: 5057 Matilija Ave

City: Sherman Oaks State: CA Zip: 91423

Email Address: Heathg@RAWest.com Phone: 818 981 7184

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
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Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

In theory, I am not opposed to the mall expansion. In fact, I think the prospects of some restaurants within walking distance to my home is quite appeal. My SOLE issue is with respect to traffic. At this point, Westfield is proposing the main entrance to the mall directly opposite the South end of my ~~RESIDENTIAL~~ street. This situation is exacerbated by the fact that this street is through to Magnolia - providing many potential shoppers a much more direct way to the mall. I did not buy my house 9 years ago with the ~~concern~~ expectation that my street would became a thruway - else I would not have moved there. We have found a lovely neighborhood where the neighbors all know one another - a rarity in LA. This traffic issue threatens the safety and security of our little neighborhood. I am concerned for ~~the~~ my young children, my neighbors and their children and the integrity of our small community. →

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Wendy Goldman

Organization (if you are representing one) none - neighbor

Address: 5057 Matilya Ave.

City: Sherman Oaks State: CA Zip: 91423

Email Address: perngold@sbcglobal.net Phone: _____

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

11

The most adequate solution I can think of is to close Matilija Ave at its south end. This would disallow people to cut through Matilija, Mammoth or La Maida in an attempt to get to the Mall "just that much faster." Unfortunately, this doesn't solve the entirety of the traffic issues that will arrive with both the construction and/or completion.

Dwight Steinert

From: "Jason Greenspan" <jgreenspanmd@gmail.com>
To: <TOM.GLICK@lacity.org>
Cc: "'N & W BROGIN'" <brocos@sbcglobal.net>
Sent: Tuesday, August 07, 2007 6:17 PM
Subject: Westfield expansion

Mr. Glick,

I would like to briefly comment on my feelings regarding the Westfield expansion project. I am currently a homeowner in the "Fashion Square District" just north of the mall on Matilija Ave. I am a parent of 2 and both live and work in the community surrounding the mall.

Let me say that I am not opposed to the expansion, but I feel that it must be done with the best interest of the community in mind. Specifically, there must be specific measures taken to insure traffic flow so as to minimize congestion and to limit (if not entirely) entry and throughput through the residential community. This would at least include improvements and expansion to the freeway access at Matilija, improved traffic lights, and the closing of the throughput on Matilija and Ranchito into the residential area. 11

Mall traffic will not only be detrimental to the community's standard of living, but will be frankly dangerous to my young children who play daily in my yard. This would clearly not be acceptable to me.

Thank you for your time,

Jason Greenspan, M.D.
Associate Director of Emergency Services
Emergent Medical Associates
Office (310) 379-2134
Cell (818) 515-3014
jgreenspan@ema.us

Tom Glick
Los Angeles Dept. of City Planning
6262 Van Nuys Blvd, Ste. 351
Van Nuys, CA 91401

Mr. Glick, August 6, 2007

Regarding the Westfield Fashion Square Expansion project , we have reviewed the paperwork on the issue sent to us by the city as well as attending the first project meeting presented at the Fashion Square early this year.

We live in the neighborhood just north of the Fashion Square. We do not believe that the proposed solutions to the traffic issues as presented by the City Traffic Engineer at the first project meeting are valid. We will be directly affected by the increased traffic and changes to the mall that are proposed. We would like to be put on record as not in favor of the expansion. (11)

The quality of our lives will be negatively impacted when an oversized parking garage and larger mall is in place. How can we support this project when we will be the daily participants in already crowded traffic on our streets especially at the holiday-time? There is no necessity to expand this property. Let the Fashion Square be the jewel in the Valley that is not over-commercialized to strain both consumers' pocketbooks as well as their sanity as they try to negotiate ever increasing traffic and parking issues. We deserve an undisturbed neighborhood as well as a relaxed shopping experience.

Please consider our opinions as you decide how our Valley will look with such an extreme construction decision.

Thank you,

Bruce and Patricia Healey

5002 Ranchito Avenue
Sherman Oaks, CA 91423

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VAN NUYS

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

Parking
Poleteon
Traffic
Neighborhood Parking
I am against this expansion

11

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AUG 20 2007
CITY PLANNING
VAN NUYS

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Carol Hildebrand

Organization (if you are representing one)

Address: 5651 Kester Ave

City: Van Nuys State: Ca Zip: 91411

Email Address: Childe@sbcglobal.Net Phone:

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

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Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

Parking – availability

Traffic

Pollution problems

(11)

No need for an expanded mall – updated, not expanded.

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

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CITY OF LOS ANGELES
AUG 20 2007
CITY PLANNING
VAN NUYS

Name: V. HOLB

Organization (if you are representing one) _____

Address: _____

City: _____ State: _____ Zip: _____

Email Address: VHOLB@ICELL.COM Phone: (310) 277-1010

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

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Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

15

You can only cram so many people into so much space. At some point growth becomes obesity – a well documented health hazard. Enough is enough. The city of Los Angeles and Westfield are endangering my life by creating dangerous population density.

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: John Ireland

Organization (if you are representing one) ME

Address: 14050 Magnolia Bl. #301

City: Sherman Oaks State: CA Zip: 91423

Email Address: jifigcar@sbcglobal.net Phone: 818 986-1493

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 13, 2007 10:11 AM
Subject: Fwd: Westfield Fashion Square

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

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>>> Julie Ivanyi <tapntennis@sbcglobal.net> 8/11/2007 2:10 PM >>>
Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Blvd,. Suite 351
Van Nuys, CA 91401
Fax:(818) 374-5070
Email Tom.Glick@lacity.org

Mr. Glick

I was unable to attend the meeting at V>N>City Hall Monday, Aug.6 re: - Westfield Fashion Square proposed expansion plans. However, I must beg that controls be put forth on this project since it seems nothing can change the scope and or size of their proposed expansion. Originally this was a small shopping area including beautiful, upscale Bullock's, plus a few small specialty shops graced by many trees and lovely outdoor flowering grounds. This little square blended nicely into its quiet neighborhood of lovely residences and peaceful tree-lined streets.

Westfield wishes to expand by 300% the original intended space of Sherman Oaks Fashion Square. Consideration should be given to the impact on adjacent rural neighborhoods. The showy and impressive discription of more wonderous shopping, dining, offices and condominiums will further impact the major congestion which is already a serious issue for all the rural neighborhoods and small businesses surrounding the mall. Sherman Oaks homeowners are now in their third attempt to speak out against overdeveloping a mall that is adjacent on 4 sides to residential neighborhoods, as well as less than 2 miles from the busiest interchange in the U.S. Traffic flow, pedestrian safety issues, etc. have been pointed out to the city; we

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feel they "listen" to the community and then approve the project. The city then grants variances without any additional environmental impact reports! All previous promises made to the neighborhood have been broken. Homeowners living on the north side of Riverside Drive were given a slap in the face when the mall literally turned its back them by removing all pedestrian entrances, leaving them with a two story wall of concrete and a full-on view of trash bins and delivery trucks. When they heard years of complaints, they finally planted a few trees to appease their neighbors. More variances added more "specialty" shops, adding additional traffic. We now see complete and total traffic gridlock on three of the four sides of the mall (Woodman Ave., at the 101 exit, as well as Riverside Drive and Hazeltine Avenue). To add insult to injury, Westfield's dreamy plan includes a multi-lane entrance to a 5-story parking structure on Riverside Drive, directly across the street from a beautiful rural neighborhood. Those homes will be faced with car alarm whistles and blaring headlights every evening!

Apparently the city was concerned that southbound Woodman traffic attempting to get into the Riverside Drive entrance of the expanded Mall will back up to delay westbound turns from Woodman onto Riverside, so one day they surprised the neighborhood with a dedicated right turn onto LaMaida, a quiet little street just north of the mall. How very thoughtful and helpful to the potential new entrance to the development, and how inconsiderate to the homes on LaMaida St. Gobble gobble! If this Westfield project is not designed appropriately to the area, the entire San Fernando Valley will be living with its impact on all of our every day lives.

Julie Ivanyi
13759 Hartsook St.,
Sherman Oaks, CA 91423
(818) 501-4408

1

6

Dwight Steinert

From: "Thomas Jones Jr" <r4grls@sbcglobal.net>
To: <Tom.Glick@lacity.org>
Cc: "Nate & Wendy Brogin" <brocos@sbcglobal.net>
Sent: Tuesday, August 07, 2007 8:53 PM
Subject: Questions for the Westfield EIR

Tom,

It was nice meeting you Monday. I Would like the EIR to address the the economic, social, and environmental benefits for the local community.

The proposed design "walls" out the neighbors. I would like to hear how such a large project has any concern for the locals. 1

The last expansion promised a neighbor friendly design too. We got more traffic, delivery ramps, dumpsters, compacting stations, walls and shrubs. They are not honorable people.

Thanks,

Tom Jones - 5050 Matilija

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

What is the Plan B and just complete the BY Right! 102 thousand sq ft is one thing 250 is too much — How do you plan to protect the neighborhood?!

12

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Tom Jones

Organization (if you are representing one)_____

Address:_____

City:_____ State:_____ Zip:_____

Email Address: tj4515@SBCGlobal.net Phone: _____

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

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Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

It's too big! Riverside isnot neighborhood friendly - we get delivery trucks, trash & maybe some artificial plants & trees.

Explain the rates for emergency vehicles

(11)
(1)

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Jan Sales

Organization (if you are representing one)_____

Address:_____

City:_____ State:_____ Zip:_____

Email Address: R4GRLS@SBCglobal.net Phone: _____

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
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Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

the entrance @ Mofilja will not stop cars from entering the "neighborhood" ~~that~~ will residents support a full close @ Mashlija?

(11)

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Tim Jones

Organization (if you are representing one)

Address:

City: State: Zip:

Email Address: [illegible] Phone:

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 27, 2007 10:43 AM
Subject: Fwd: News Paper Article

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

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>>> no!fsecommittee <nofse-committee@yahoo.com> 8/18/2007 12:40 PM >>>
Mr. Ehrlich,Executive Director
Sherman Oaks Chamber of Commerce

Good Morning. My name is Tom Jones, Chairman of the Neighbor of the Fashion Square Committee - NO! FSE-Committee.

I was reading the Sherman Oaks Sun this morning and came across you statements, and I have some questions for you: 1) Where do you live - are you a "neighbor"? 2) Why haven't you every invited or spoken to our group? 3) Who have you spoken with to be able to make your statement.

As a resident on Matilija for 27 years - I was part of the opposition with the first expansion, and now a conduit for the opposition of the purposed expansion primarily because the neighborhood is not being heard and our view points are of no concern to them.

We continue to see the "butt" of the center, ie: trash collection, delivery, neighbor intrusion for parking and pass through. What Westfield is doing and has done before is a lot of lip service, pretty pictures and diagrams.

When asked Westfield is quick to say that we can have what ever mitigation we want, but their motivation is only how many cars they can get on and off their property and revenues from stores.

I look forward to hearing from you.

Tom Jones

Nancy & Mosa Kaleel
(818) 981-6861
njk9@earthlink.net

August 17, 2007

Tom Glick,
City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

RE: Westfield Fashion Square Mall – Sherman Oaks
14006 Riverside Drive, Sherman Oaks, CA 91423
ENV-2007-9914-MND

Dear Tom:

Thank you for taking the time to address the concerns of the community in regards to the proposed expansion of the Fashion Square Mall.

As residents of the Library Square neighborhood in Sherman Oaks, the following are concerns that we wish to be studied and addressed in the Environmental Impact Report (EIR):

TRAFFIC AND PARKING

11

- Please study the impact of additional traffic on the Hazeltine/Riverside intersection including the number of light cycles currently needed to make a left-hand turn, the light cycles anticipated to make a left-hand turn after the

Mall expansion, the speed of eastbound cars on Riverside crossing Hazeltine currently and after expansion, and the expected increase in car trips on Riverside by relocating the parking structure entrances and traffic patterns. Please study the possible improvement in flow and safety if left-hand turn signals were installed at Hazeltine /Riverside in all directions.

- Please study the possible improvement in westbound traffic along Riverside if the left-hand turn pocket were lengthened to accommodate many more additional vehicles.

- Please study the possible improvement in northbound traffic on Hazeltine if the left-hand turn pocket were lengthened to accommodate more vehicles.

- Please study the relocation of the City's car graveyard under the 101 freeway along Hazeltine to remove the danger of entering and exiting tow vehicles when traffic volumes increase due to the Mall expansion and also to increase pedestrian safety, visibility, and aesthetics (and therefore increase pedestrian foot traffic to the Mall from surrounding neighborhoods).

- Library Square cut-through traffic. Please study the impact of additional traffic flowing between Best Buy and the Mall. Please study the potential increase in pedestrian safety and the improvement on the residential quality of life if the City erected a permanent barrier on the west-side of the intersection of Sylmar Avenue and Milbank Street to re-

direct traffic from cut-through drivers and Best Buy back onto Van Nuys Boulevard and onto secondary highways like Moorpark and Riverside and prevent the cut-through on Milbank (similar to the Target store at Hatteras and Sepulveda).

- Please include a Neighborhood Protection Plan and traffic mitigation funds for the Library Square neighborhood to help preserve the predominantly single-family home residential neighborhood from becoming the cut-through between Best Buy, the failing Van Nuys Boulevard intersections, and the Mall, and the impact of the additional traffic that a regional big-box retailer and a hugely expanded Mall will bring to the area.

- Please study the cumulative effect of new developments proposed for the area and their cumulative impact on traffic cutting-through the Library Square neighborhood in concert with the mall expansion's traffic impact. Developments include, but not limited to, the Watergardens project, Best Buy, the Mosaic/Barone's project and several new condo conversions/expansions in Sherman Oaks, the mixed-use on Ventura Blvd. on the former Mitchell Litt store property and the M. David Paul project on Sepulveda.

- Please conduct traffic studies during peak usage at the mall and at Best Buy during November and December weekends, weeknights, and peak shopping hours.

- Please include in the study the traffic counts and speeds on weekday and weekends after Best Buy opens (during November and December) for the Library Square neighborhood north-south streets Sylmar, Lennox, Tyrone, Katherine, Calhoun, and Stansbury and the east-west streets intersecting them including Moorpark, Milbank, Hortense, and Valleyheart (that partially intersects).

- Please include in the study the number parking spaces available (and the ability to easily park, enter and exit vehicles without damaging the car next to you) using makes and models that are the majority represented in the area such as SUVs and mini-vans (and not "compact" as is currently labeled on many of the spaces at the mall).

- Please include comprehensive studies on standstill and grid-locked traffic determined by traffic counters. Please have traffic reports include grid-lock, LOS, volume, and the number of light cycles that it takes for a car to make a left-hand from northbound Woodman onto westbound Riverside, from westbound Riverside onto southbound Van Nuys Blvd., from southbound Van Nuys Blvd. onto eastbound Milbank, from southbound Van Nuys Blvd. onto eastbound Moorpark, from southbound Van Nuys Blvd. onto eastbound Ventura Blvd. and from westbound Moorpark onto Tyrone/Beverly Glen.

- Please have traffic counts taken and analyzed by experts hired by, and known only to, the City. In a departure from existing systems, please have the developer pay into a fund

controlled by the City rather than hiring the traffic experts directly, thereby ensuring that the developer has absolutely no commerce or influence over anyone associated with the traffic reports and the recommended mitigation.

11

- Several intersections in Sherman Oaks currently have failing marks from DOT including the Van Nuys Blvd./Ventura intersection, the Van Nuys/101 intersection, Ventura Blvd./Tyrone-Beverly Glen, etc. Please include in the study the traffic mitigation proposals from the City about the type of solutions to solve these problems and their costs for the above mentioned intersections. In other words, will the City fix the existing failing intersections and bring them up to acceptable Levels of Service before it approves a plan to make the traffic worse by expanding the Mall?

- Please include in the report a study about creating a separate and designated on and off ramp addition to the 101 freeway that feeds directly into the Mall parking lot to avoid adding traffic to the surrounding neighborhoods.

- Please include in the report the increase and the volume in traffic from the mall expansion using the assumption that no customers will travel to a high-end mall using mass transit versus the hope that customers will use mass-transit.

- Please also include in the EIR a detailed report on the build-out along Ventura Blvd. under the specific plan and the exceptions granted under the Specific Plan.

- Please include in the study a demographic breakdown of current employee traffic patterns as evidenced by their place of residence. This report should use actual data compiled from tax information (IDs and names remaining anonymous, of course) of part-time, full-time, seasonal, contractors, manufacturers reps, regional management, display, etc. of every business in the Mall based on the zip code on their tax records. Please also include in the study the current means of transportation of each of those employees based on an employee survey and actual observance of employees arriving by mass transit, bike and walking. The study will also anonymously report the salary levels of those employees to assess their ability to own homes or rent apartments in the immediate area.

- Please include in the study the specific number of jobs (full, part-time, and seasonal) that the Mall expansion will add and include the expected salary expectations of each of these jobs and the anticipated zip codes from which those employees will travel to get to work.

- Please include in the report the annual number of delivery trucks that arrive on the existing mall premises and the number of delivery trucks that will arrive annually with the Mall expansion that will increase traffic in the area (especially morning delivery trucks that affect rush-hour traffic).

- Please include in the study if delivery trucks will still park and unload in the suicide lane on Riverside drive. Currently, those trucks create hazardous situations for themselves and others.

- Please include in the study the current truck delivery driving patterns and delivery locations as well as those for the proposed expansion.

- Please include in the report the plan for production parking during TV, commercial, and film shoots, as the Mall currently hosts crews that use the Mall as their location typically parking along Riverside drive and in the parking lots.

- Please include the current prices of single-family houses, condos, and also the average rent for apartments in the vicinity from Van Nuys Boulevard to Coldwater Canyon and Magnolia Boulevard to Valley Vista (the surrounding community) and the average salary (or two-person salaries) to acquire the properties or for a single person or two roommates to afford an apartments in the same area and the number of those salaries being offered currently at the Mall and those offered by the expansion that would enable those employees to easily walk or bike to work.

11

- Please include in the report a real-time study conducted to determine the mass-transit options available versus driving to the mall in total transportation time door-to-door, cost, and ease-of-use. Using a typical shopper coming from several neighborhoods south of Ventura Blvd. at Laurel Canyon, a shopper from the hills above Sherman Oaks near Beverly Glen, a shopper from North Hollywood near Tujunga and Magnolia, a shopper from Kester and Ventura Blvd., a shopper from Encino near Libbit and Ventura Blvd., etc., the shopper will record the above information to adequately asses the likelihood of the typical shopper taking mass-transit and to afford the opportunity to improve mass transit options in the area that serve the Mall and surrounds. Additionally the shopper should also have a toddler, a pre-schooler, a stroller, and three bags of shopping in tow to identify the challenges faced in attempting to use mass-transit and suggest improvements.

- During the holidays Westfield posts signs around their lots saying "No Employee Parking" (see attached photo from December 2006). Please address where all employees park during the holidays and peak shopping periods such as major sales. Please address if all employees, contractors, seasonal employees, manufacturers reps, visiting regional and divisional managers, etc. will be directed by the mall to park on the premises and not in the surrounding neighborhoods.

- Parking during construction/demolition of existing parking structures. Please include in the report the plan for accommodating employee, customer, and construction worker parking while the parking structures are demolished and re-built.

- Please include in the report where all the construction workers will park and where construction vehicles will be located during the process.

- Hazeltine access. From the existing plans it appears that the entrance to the parking structure off of Hazeltine will be eliminated. If that is not the case or if that changes, please include an alternative to mitigate the traffic along Hazeltine between Riverside and Milbank, especially the temporary barriers that have been erected to prevent mid-street left-turns for frustrated drivers (that often lead frustrated drivers to plow over them anyway). If this entrance is to remain, please include in the report plans to mitigate this problem and the possible construction of permanent barriers.

(11)

SUSTAINABLE, ZERO-WASTE, ECOLOGY

- Environmental concerns. With no foreseeable improvement to the costly City infrastructure and the extraordinary demands a potential mall expansion will have on the local power grid, please include in the report a study outlining the offsetting potential and ecological good of the Mall's rooftop if it were to contain working solar panels and the positive impact of the Mall ultimately producing its own electricity.

(16)

- Please include in the report how many dumpsters and pounds of waste per year are generated in the mall and then put into the landfill.

(10)

- Please include in the report the additional quantity of dumpsters and pounds of additional waste that will be generated and sent to landfills with the proposed expansion.

- Please include a plan that adopts the zero-waste initiative on premises to divert the 70% goal of the City and how the Mall expansion will actively divert waste from landfills.

- Please include in the report the amount of waste generated by the food-court restaurants currently and the amount of waste generated by each of the proposed restaurants included in the Mall expansion plan. Please include in the report the impact if the restaurants collected their vegetable and fruit clippings to be used for composting to create a sustainable environment on the premises.

- Please include in the report the quantity and weight of plastic bags distributed annually at the Mall and the petroleum used to generate that many bags and the added increase by a Mall expansion. Please include in the report the environmental savings if the entire mall were to eliminate plastic bags and convert to a bag system similar to Ikea and the City of San Francisco.

- The City recently mandated that Los Angelenos reduce water usage by10%. Please include in the report the Mall's past water usage from the last several years, their success in reducing water usage 10% this summer and how the Mall expansion will maintain that level of water usage with an expansion (and not deplete valuable resources of the infrastructure in the process).

- Please include in the study the current amount of infra-structure resources currently consumed annually by the Mall including gas, water, electricity and sewer. Please include the amount of additional infrastructure resources that will be consumed with the Mall expansion.

13

- With the Mayor's new "zero-waste" program initiative in the works, please examine and include in the EIR the number of dumpsters and the tonnage of waste that will be carted away from the demolition of the parking structures and the demolition that will be required to enable the expansion.

- Please include in the study the amount of demolition waste that can be diverted from the landfills if the developer were to convert the cement chunks to paving stones (or other uses), re-claim all of the metal (nuts, bolts, beams, stairwell supports, railings, light fixtures, etc.) for re-use.

10

- Please include in the study the amount of construction waste and debris (tonnage and quantity of dumpsters) that the project will generate in the process. Please include the amount of construction waste that could be diverted during the process including wood waste, extra roofing material, paint, drywall, etc. that could be collected and donated to charities such as Habitat for Humanity, etc. rather than tossed into a construction dumpster headed for the landfill.

(10)

- Please include in the study the number of fluorescent bulbs and tubes that will be removed from the parking structures during demolition and the plan for hazardous waste removal to ensure that no breakage of those lighting instruments occurs in Sherman Oaks where the cumulative effect would be to emit a large amount of toxic gas into the atmosphere.

- Please include in the report the location of secure bike racks (and the method of security to prevent theft) to promote more bike travel by employees (and possibly even adventuresome customers).

(16)

ALTERNATIVE DESIGNS

(12)

- Please include in the study the possibility of adding a movie theatre as part of the Mall expansion.
-
- Please study the possibility of adding Nordstrom's as an anchor.

- Study the possibility of an outdoor, pedestrian oriented, park-like green space contained in the Mall expansion and its reduction in electricity, its reduction in the heat generated to the environment, its contribution of greenery to offset carbons and its contribution to quality of life and open-space.

NOTIFICATION TO THE PUBLIC

During the recent process, the Library Square Neighborhood (between Moorpark and the 101 and Van Nuys and Hazeltine) and the neighborhood directly south of the Mall (between Hazeltine and Woodman and the 101 and Moorpark), did not receive written notification from the developer or the City. As these neighborhoods are directly adjacent to the Mall and are deeply impacted by the Mall currently and will be by the expansion, please include them in the public written notification for all further communication about the Mall expansion.

There may be additional comments forthcoming.

Thank you for your serious consideration,

Nancy and Mosa Kaleel

(via e-mail)

BEITLER

COMMERCIAL REALTY SERVICES

George Kalman
Senior Vice President

August 15, 2007

Mr. Tom Glick, City Planner
City of Los Angeles
Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

via: Email: Tom.Glick@lacity.org

Re: Sherman Oaks Fashion Square Proposed Expansion

Dear Mr. Glick:

I am writing you regarding the proposed expansion of Sherman Oaks Fashion Square. On a professional and investment level, I am concerned about two significant issues regarding this proposed development and their respective impacts.

Fashion Square is in close proximity to the existing businesses - nearby commercial properties - as well as the midrange rental and investment properties along Ventura Boulevard. In my opinion, both commercial markets will be adversely affected by the proposed mall expansion.

Fashion Square will draw from the properties of existing businesses cited, and will add to regional congestion, already at a tenuous level. Both factors will negatively impact existing businesses and the financial stability of the region.

I believe that, as a result of this proposed expansion, vacancy rates along Ventura Boulevard will increase, and rental rates will decrease commensurately. To over-extend the market likely will cause the failure of one competitor if not both. At a minimum, capitalized property values will decrease, and therefore will promote greater vacancy, loss of income, and property failure. This is not a positive move to consider, especially at the proposed scale.

6

I, along with Beitler Commercial Realty Services, have been professionally active in the Sherman Oaks real estate and investment markets for more than thirty years. We would like this market to remain viable; however we have significant concerns about the proposed Fashion Square expansion proposal and its related impacts.

Sincerely,

George Kalman
Senior Vice President

GK\wf

CATHERINE A. KAY

August 20, 2007

Tom Glick
City Planner, Valley Section
Community Planning Bureau
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

RE: Westfield Fashion Square Expansion; EAF NO.: ENV-2007-9914-MND

Dear Mr. Glick:

Thank you for the opportunity to comment on the Westfield Fashion Square Expansion Project. I am a neighborhood property owner at 4923 Matilija Avenue. I attended the Scoping Meeting on Monday, August 6, 2007 and I am more concerned about the project now than I was before the meeting. I live on Matilija between Riverside and Addison, the block that is most affected by the proposed project. I welcome expansion at Fashion Square, but not at the expense of the environment, my quality of life or the value of my property.

The Conditional Use Permits and Zone Variances should not be approved as requested. The scope and size of the project is not compatible with the site or the neighborhood and will have a significant negative impact on the environment. The buildings will dwarf anything in the surrounding area and will block views to the south. The new traffic that will be brought into this residential neighborhood will be devastating. The light pollution from the bigger buildings and expanded hours will change the rural nature of the area. The size of the mall and the proposed parking structure should be dramatically scaled back. (6) (1) (11)

As proposed, the mall will be considerably bigger than The Grove, Century City and Westside Pavilion. All of these other malls front onto commercial areas, and their main entrance and exit driveways are on major business boulevards (Beverly and Fairfax, Olympic and Santa Monica, and Pico and Westwood, respectively). Riverside Drive, the proposed main entrance and exit for this project, is not in any way similar to these other major arteries. It is a local residential feeder street that can't even handle the traffic from the first expansion of Fashion Square. The Westfield Fashion Square expansion turns Riverside Drive into a dedicated mall feeder, and it was never meant to be that kind of business thoroughfare.

At the Scoping Meeting, I got the impression that Westfield's traffic mitigation specialists believe that all of the neighbors' concerns can be solved simply by traffic mitigation. This is not true. With a project that is too large for the site, the increase in traffic will overwhelm the mall and then the local neighborhood. (11)

4923 MATILIJA AVENUE, SHERMAN OAKS, CA 91423
PHONE: (818)789-9669 • FAX: (310)734-1808
CAKAY@ATT.NET

With the project as proposed:

a. Riverside Drive will become unnavigable. Placement of the main entrance to the mall at Riverside and Matilija will cause traffic to back up to Woodman and beyond. Matilija is too close to Woodman. This short stretch of Riverside Drive cannot sustain the increased Fashion Square traffic, particularly when combined with the traffic from the Ross/Linen & Things center.
b. Matilija will become a cut-through street. Drivers coming from the north will go down Matilija, turn right on Riverside and enter the mall at the Hazeltine entrance. Drivers who turn left from Woodman onto Riverside and are stuck in mall traffic will turn right onto Matilija in frustration and circle around to enter the mall from a different direction.
c. The mall drivers, who are not neighborhood residents, will not respect speed limits or the residential, family nature of Matilija. The street will become unsafe and congested. I already witness drivers going down Matilija at 40+ miles per hour. This will only get worse with more mall traffic ending up on Matilija.
d. Nonresidents increasingly will park on Matilija to avoid having to park in the mall. This already occurs, especially during the holidays. Matilija is not Westwood Boulevard; we should not be subjected to Westwood Boulevard-style traffic. This is a particular concern given the proposed expansion of the mall's hours.

11

All of these concerns can best be alleviated by substantially reducing the size and scope of the proposed expansion. In particular, the parking garage should be much smaller and the square footage of the expansion should be reduced accordingly. The proposed operating hours (5:30am to midnight) also should be scaled back. In addition, the main entrance to the mall should not be placed at Matilija. If it has to be on Riverside Drive at all, it should be farther west on Riverside between Matilija and Ranchito, where the current main driveway is. The Hazeltine entrance to the mall should be expanded to permit additional traffic flow from that direction. Additional entrances and exits also should be considered.

12

Finally, Matilija should be totally closed off at Riverside Drive. Any access to Matilija from Riverside will exponentially increase the traffic on Matilija. I have lived on speed-bumped/parking controlled streets elsewhere in Los Angeles. From my experience, these mitigation factors are not sufficient. They will not adequately protect me or my neighbors from the inevitable automobile and foot traffic that will end up on Matilija, and that will be way beyond the originally intended single family, residential use of our street. More stringent limitations on the mall expansion and on access to Matilija must be imposed.

Thank you for taking my comments into consideration, and thank you in advance for protecting our neighborhood.

Sincerely,

Catherine Kay

cc: Wendy Greuel, Los Angeles City Councilmember, District 2

4923 MATILIJA AVENUE, SHERMAN OAKS, CA 91423
PHONE: (818)789-9669 • FAX: (310)734-1808
CAKAY@ATT.NET

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 27, 2007 10:42 AM
Subject: Fwd: Apposing expansion of Fashion square

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

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>>> Sevak Khodaverdian <imarty7@yahoo.com> 8/18/2007 11:49 AM >>>
Mr. Tom Glick
City Planner
Los Angeles Department of City Planning

Dear Mr. Glick,

We are writing to voice our strong opposition towards the proposed expansion of the Fashion Square mall in Sherman oaks. We are worried about the impact on traffic, environment, noise pollution, neighborhood parking, and other small businesses in the area. (11)

We don't think the area needs another massive mall, there are already Glendale & Canoga Park malls close by. We've lived in Sherman oaks since 1990 & we love having a small mall that we can get in & out quickly, why do all the malls have to be enormous?

Ida & Sevak Khodaverdian
13331 Moorpark Street
Apt 347
Sherman Oaks, CA 91423

Fussy? Opinionated? Impossible to please? Perfect. Join Yahoo!'s user panel and lay it on us.

August 13, 2007

Tom Glick, City Planner
Los Angles Department of City Planning
6262 Van Nuys Blvd. Suite 351
Van Nuys, CA 91401

RECEIVED
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AUG 22 2007
CITY PLANNING
VAN NUYS

Dear Mr. Glick:

I am writing to express **my displeasure** with the proposed renovation/addition to the Fashion Square mall.

I live at 13902 La Maida St, Sherman Oaks, CA 91423, on the corner of Ranchito and La Maida. It's the first house directly across from the mall at Macy's. I have been living there for nearly 2.5 years. I am against this due to the anticipated congestion, safety concerns, parking problems, and other nuisances. Historically these concerns have been more evident between Thanksgiving on through New Years. It's difficult to park on my street. People walk through my corner lot all the time and throw litter quite often on both my lawn and on the curb. This new development will arguably cause more of this still not just during the holiday, where it would be heightened, but throughout the whole year. 11

While I understand there will be a new traffic light and increased parking, I don't think it will alleviate the issue as many people seek a quick get-away from the mall by parking on side streets. There is no light planned for Ranchito at Riverside which will make it much for difficult and dangerous to turn left heading east down Riverside in an attempt to get to woodman to enter the 101 freeway.

I guess I would be naïve to think my voice can really make a difference when it comes to fighting this new development that I expect will be a pariah for me as an immediate resident. At the very least I would want permit parking only on Ranchito and La Maida to discourage it's use. While that would not alleviate the anticipated congestion, it would provide great peace of mind. It would also be great to have a light at Ranchito.

As it is, people blow through the stop sign on my corner. Ranchito is used as an access point from Magnolia to head to the mall or to get closer to the freeway. I light there would provide more safety that the crosswalk. While the cross walk lights up, people still run through and don't pay attention or stop when they should and this will probably just get worse.

As a local resident I am whole heartedly opposed to the proposed development and improvements. It will adversely impact the quality of life on many local residents.

Craig Kirkland
310-738-6134 cell #
13902 La Maida St, Sherman Oaks



Ms. Esther Klein
13242 Cumpston St
Sherman Oaks, CA 91401-6008

13242 Cumpston
Sherman Oaks, Ca
91401

Attn: Tom Glick

Dear L.A. Planning,

So nice of Westfield to be concerned about our need for more stores, but I don't see it. I find no shortage of stores or restaurants and far too much traffic is my neighborhood. Do not expand Westfield Riverside

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AUG 13 2007
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VAN NUYS

Audubon
Ms. Esther Klein
13242 Cumpston St
Sherman Oaks, CA 91401-60

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AUG 13 2007
CITY PLANNING
VAN NUYS
401+2780

Why don't you explain the Macy's shopping center in North Hollywood? Traffic is much less heavy there, leave this neighborhood alone!

Thanks,
Esther Klein

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 13, 2007 10:12 AM
Attach: MVC-003S.JPG; MVC-004S.JPG; MVC-005S.JPG; MVC-006S.JPG; MVC-007S.JPG; MVC-008S.JPG; MVC-009S.JPG
Subject: Fwd: Emailing: MVC-003S, MVC-004S, MVC-005S, MVC-006S,MVC-007S, MVC-008S, MVC-009S

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

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>>> Candise Kovacevich 8/13/2007 8:28 AM >>>
The message is ready to be sent with the following file or link attachments:

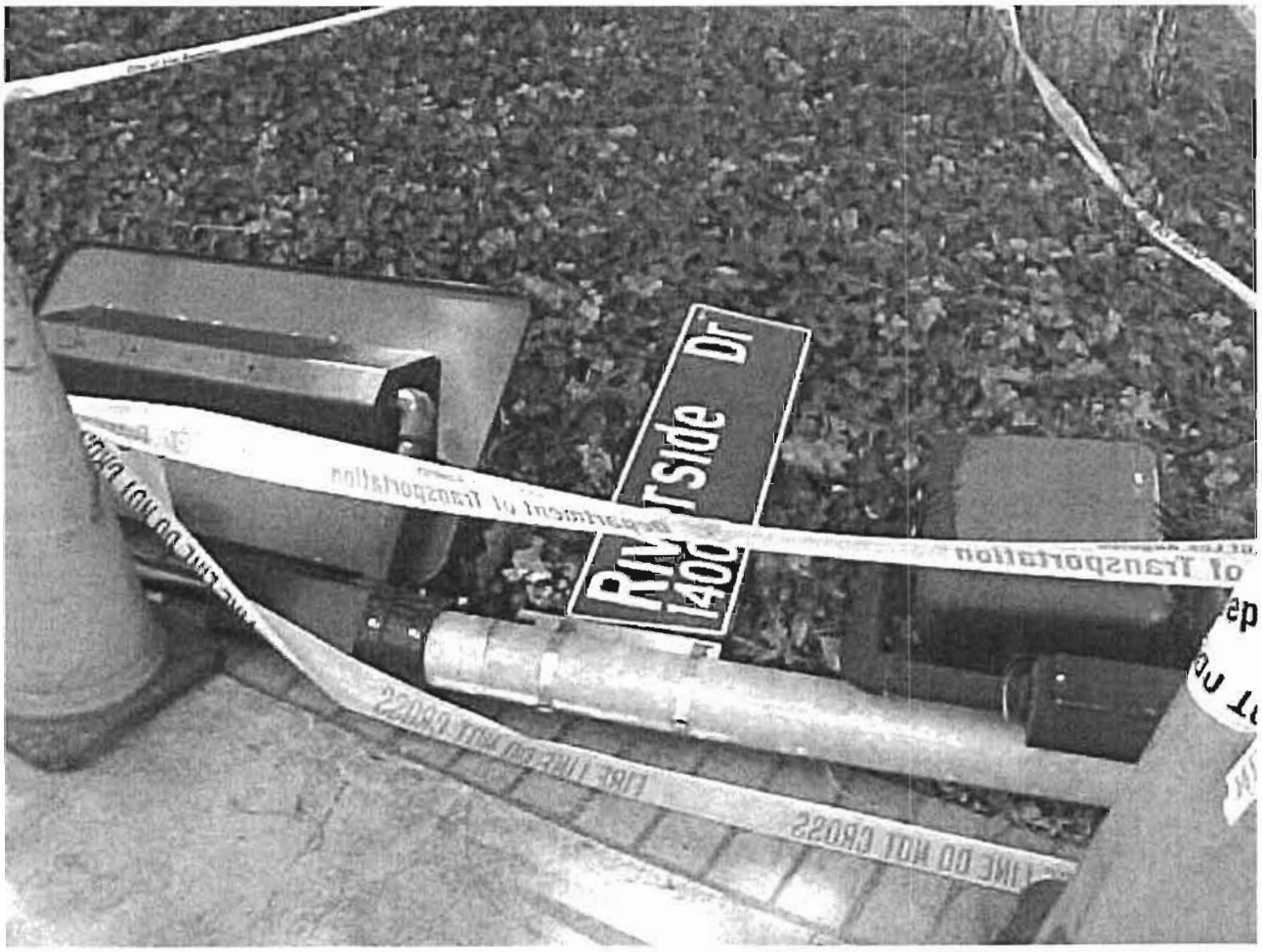
Good morning Tom, just wanted you to see what happens on Riverside Drive with traffic as it is now. People do not obey signs, someone turned left and caused a terrible accident at the Matilija entrance and caused the signs to be destroyed. On Saturday at Hazeltine and Riverside a three car accident sent numerous people to the hospital and knocked down the Riverside Drive sign and Walk/Don't walk sign. There is no way they can take away parking on Riverside to widen the street for a two lane left turn area, look at how many cars use this, and this is daily. To move the traffic back from the current location, even with two lanes, would cause pandemonium. We even got a picture of someone jay walking. This also happens on a regular basis. I don't know if you can use these shots or not, but wanted you to see them. We are considering video taping what actually goes on with the traffic over the holiday season. I hope we have time to do this before any decision is made. Take care and have a great day. (11)

MVC-003S
MVC-004S
MVC-005S
MVC-006S
MVC-007S
MVC-008S
MVC-009S

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****




Riverside Dr
14000
City of Los Angeles











Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

the existing noise, dust, traffic, headaces is already insain. If anyone has paid any attention when there is either a big weekend or the christmas shopping time there cannot be anything larger then what exists. Westfield looses lots of business currently due to the horrable traffic. Westfield has a great fashion square shopping center, modernize it clean it up don't make it any bigger because the people will not come. Just remember what happen to the Sherman Oaks Galleria.

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Mike Kovacevich

Organization (if you are representing one)

Address: 13746 La Maida St

City: Sherman Oaks State: CA Zip: 91423

Email Address: Kovacevic@earthlink.net Phone: 818 907 6311

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

The traffic light at Matilija is terrible.
Matilija at Riverside should be closed completly.
This will avoid cars using Matilija to get to the mall.

I can see down the road where that light will be used to get traffic into the mall from Matilija making it a through street. No Way.

11

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Reuben Krautheimer

Organization (if you are representing one)

Address: 5037 Matilija Ave

City: Sherman Oaks State: CA Zip: 91423

Email Address: bob krau@roadrunner.com Phone: 818-783-3765

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 06, 2007 3:43 PM
Subject: Fwd: Westfield Fashion Square expansion

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

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>>> "Jean Lang" <Lang_2252@msn.com> 8/6/2007 1:02 PM >>>
Hi Tom - I cannot attend the meeting this evening but wanted to communicate my thoughts on any expansion of the Fashion Square mall. I live within two blocks of the property, south of Riverside Drive and travel down Riverside Drive every day. "Normal" everyday traffic around the current mall is hazardous at best - I know you can find many reports of auto accidents occurring around each corner of the property, and we regularly have motorcycle police issuing speeding tickets to those speedy travelers passing through.

Week-end and holiday traffic in and out of the mall is already overwhelming. Cars back up on Woodman from the freeway, planning to turn left on Riverside to enter the mall, many cars make unlawful mid-street U-turns on Riverside to get into the parking lots, and overflow parking on the residential side streets is bad. The Hazeltine and Riverside intersection already needs left turn arrows to improve traffic flow and that has not been addressed. Although there is a marked cross-walk for pedestrians on Riverside, many people on foot cross through traffic illegally. The only traffic mitigation that occurs during holiday season is to post traffic control people out on Riverside Drive to allow controlled entry/exit to the parking lot . . . hardly makes traveling the route safer or more efficient.

All of this also impacts the traffic flow on Van Nuys Blvd., which for the past year has become almost impassable during the early morning and late afternoon commute hours. The bridge over the LA river at Van Nuys and Riverside has developed sunken areas as a result of the increased number of cars and trucks passing through.

(11)

I am strongly opposed to expanding any part of the Fashion Square shopping mall - in fact attention needs to be paid to current traffic and safety issues.

Thanks for taking time to read this note - please help us make our neighborhood safe and sound.

Jean Lang.
Sherman Oaks resident and homeowner

August 6, 2007

Mr. Tom Glick
City Planner
Los Angeles Department of City Planning
6242 Van Nuys Blvd.
Forst Floor Conference Room
Van Nuys, CA 91401

RECEIVED
CITY OF LOS ANGELES
AUG 9 2007
CITY PLANNING
VAN NUYS

Re: Westfield Fashion Square Expansion
14006 Riverside Drive
Sherman Oaks, CA 91423

EAF NO. ENV -2007-9914-MND

Dear Mr. Glick:

Enclosed please find a copy of my letter dated May 02,2007 to Director of Planning, Los Angeles City Planning Department, voicing my concern for any future expansion of the above shopping center.

I live on the corner of Matilija Avenue and Riverside Drive, and have resided here for the past 30 years. As the enclosed letter indicates, I was down-zoned several years ago from R-3 to RD2PQ. At that time, the reasoning for the downsizing was to eliminate the possibility of multi-units being constructed on this property - with the excuse given was to ease traffic congestion and keep the area more conforming. After paying taxes all those years on R-3 zoning, and after appealing the proposed down-zoning, I was given the RD2PQ (4 - 2000 sq ft. townhomes) as a compromise. Now, at this time, I am being asked to approve the massive expansion proposed right across from my home. The street light is proposed to be installed right at my corner.

How ironic that what was considered congestion several years ago, is now being to be proposed for major development at the exact same location. I am COMPLETELY AND DEFINITELY OPPOSED to such an expansion. Trying to get out of my drive-way at this time has become a challenge in recent years, due to cut-through traffic.

It seems to me that the only solution for me is to try to find a developer interested in constructing 4 townhomes on this corner, selling and getting as far away as possible from the "once beautiful and desirable Fashion Square" area that I have called home for the past 30 years.

If my opinion has any say in the rejection of such a proposed expansion, I, at this time vote a big "NO" to approval of such an expansion.

Your consideration of the above will be very much appreciated.

Yours sincerely,

Freida Law

Freida Law
4805 Matilija Avenue
Sherman Oaks, CA 91423-2422
Enclosure

Freida Law 4805 Matilija Avenue Sherman Oaks, CA 91423

Wednesday, May 02, 2007 by Hand

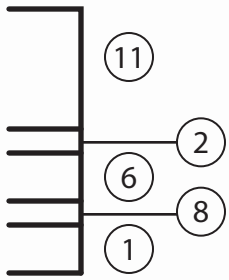
Ms. S. Gail Goldberg
Director of Planning
Los Angeles City
Planning Department
200 North Spring Street
Los Angeles, CA 90012

RE: RESPONSE TO MITIGATED NEGATIVE DECLARATION CPC 2007-9915, 2007-9914 EAF, ET AL PROPOSED FASHION SQUARE EXPANSION 14006 RIVERSIDE DRIVE, SHERMAN OAKS, CA 91423

I have lived in my house for 30 years and have seen the neighborhood grow and develop. My house used to be zoned R-3 because of the town houses along Riverside, and directly at the back of my house. The city wanted to down zone me to R-1, and I contested it and was then down zoned to RD2PQ. (which allows 4 - 2,000 square townhomes, instead of the multiple units R-3 zoning would permit.) The City's reasoning was to keep the area more conforming to single family dwellings. I find this quite ironic that, at this time, an expansion of what Westfield mall is requesting would even be considered, much less be approved. My house is right of the corner of Matilija and Riverside Drive, so I would be most impacted by the construction and all that goes with it. I understand that there is a proposed parking structure to be added right across the road from my house, with the main entrance to the mall. I am COMPLETELY OPPOSED to this idea. It is hard enough for me to use my drive way now, with all the cut-through traffic I have to deal with on a daily basis. I think the proposed expansion is quite unacceptable. We need to have an iindependent Environmental Impact Report codnucted and made public.

Some other points I would like to draw to your attention:

1) I feel that the added traffic would overload an already congested neighborhood.
2) Because of the added traffic our neighborhood would become the overflow for short-cut traffic (Already a problem).
3) There would be a significant rise in air pollution.
4) I do not like the idea tha the mall will be in use late at night, due to the liquor license.
5) The congestion will cause problems for first responders.
6) The parking structure will cause light pollution
7) Our property value will be adversely affected, and having paid, for many years, property taxes on a R-3 zoning, to then be down-zoned resulting in a loss of value to me at time of selling. I feel this is a "double whammy" for my property.



Please refer to the Brogin Companies letter dated April 19, 2007. This letter goes into much greater detail than I can and I agree with its contents 100%.

Yours sincerely,

Freida Law

Freida Law

LAW FIRM OF JOR LAW
13701 RIVERSIDE DR., #612
SHERMAN OAKS, CA 91423

DELIVERED VIA E-MAIL

August 12, 2007

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Tel: 818-374-5062
Fax: 818-374-5070
E-mail: Tom.Glick@lacity.org

Re: Westfield Fashion Square Project

Dear Mr. Glick,

This letter is written to you on behalf of the Law Firm of Jor Law, a business tenant in the Downey Savings building located at 13701 Riverside Drive, Sherman Oaks, CA 91423 (the "Downey Savings Property"). We would like to offer our views on the proposed Westfield Fashion Square Project. The Downey Savings Property is located across the street from the proposed Westfield expansion To be clear, we are not opposed to the general concept of the expansion of the Westfield Fashion Square; however, we are opposed to the method by which they plan to handle **traffic** as part of the expansion. Please consider the following analysis and one suggested solution. Our concern primarily touches upon the effect of the proposed closing of the two current Riverside entrances into Westfield in favor of one unified entrance opposite Matilija Ave. as it pertains to Riverside Dr. and Woodman Ave., their intersection, and the Downey Savings Property.

11

Current Situation

Westfield currently has two entrances on Riverside. At any given time, both of these entrances have a queue of cars waiting to turn into Westfield. During busy seasons and during sales, both of these queues extend very far back and cause traffic delays. From Riverside, there are two entrances into the Downey Savings Property We understand that pursuant to the prior Westfield Fashion Square expansion, one of the entrances to the Downey Savings Property no longer allows left turns. Additionally, during sales and busy seasons, it is difficult to make left turns into the Downey Savings Property from Riverside with the remaining entrance as the queue of cars waiting to turn into Westfield extend this far back. Currently, it is already practically impossible to make left hand turns into the Downey Savings Property from Woodman Ave. except during twilight hours.

Westfield's Proposed Expansion

Westfield proposes to close off all the other entrances on Riverside and consolidate them into only one larger entrance opposite Matilija Dr. Traffic lanes will be re-drawn to have dedicated turn lanes, and instead of one turn lane, there will be two turn lanes, controlled by a traffic signal. Westfield believes that this will be sufficient to handle the traffic and has pointed to improvements in signal technology.

ANALYSIS

50% Less Distance to Handle a 30% Increase in Traffic Equals More Accidents at Busy Intersection Used by Students

Under the current layout, Westfield effectively has two entrances on Riverside, with drivers generally queuing up in one lane at each entrance to make a left turn into Westfield. Westfield proposes to eliminate the entrance that is more toward the middle of the block and further away from the busy Riverside/Woodman intersection in favor of one entrance with two dedicated left hand turn lanes. In essence, whereas Westfield currently has one lane **spread out over a half block** and **two entrances** to deal with the current traffic situation, the proposed Westfield expansion will have only two lanes **spread out over just a quarter block** and with **only one entrance**. The proposed single entrance on Riverside is the entrance most likely to be used by visitors to Westfield and will be the **main bottleneck** as it struggles to **service incoming traffic equivalent to nearly 5,000 parking spots**. To make matters worse, the proposed single entrance will be **dangerously close to the Riverside/Woodman intersection**, the busiest intersection in the area, an intersection with an already high accident activity, and the intersection used by students of Notre Dame to reach the bus stop and visit the mall.

Traffic into Westfield is projected to increase by at least 30%. Westfield alone is increasing the number of their parking spots by over 30% and the expansion will certainly attract increased traffic to the surrounding businesses (Downey Savings, Bank of America, Ross, Linen & Things, KB Toy Works, etc.) as well. Students of Notre Dame will undoubtedly walk to the new mall more often. We need to take into account that **the proposed Westfield expansion will also impact the ability of traffic to turn into Bank of America, Ross, Linen & Things, and KB Toy Works as well as Downey Savings**. This, in turn, will cause even more significant delays, all at a distance dangerously close to the Riverside/Woodman intersection.

Traffic Signal Control Technology Insufficient

Westfield points out that they will be using the latest in traffic signal technology to help alleviate the problem. Relying on one method of improvement to counteract a series of negative effects to traffic when the traffic is going to dramatically increase is **grossly insufficient**. Additionally, the proposed left turn into Westfield's new proposed single entrance, although controlled by traffic lights, will be subject to the stop sign that Westfield will put immediately upon entrance into their parking lot to help control traffic in their parking lot. Therefore, the traffic lights are subject to the queue-up that would happen in Westfield's own parking lot. Essentially, this means that traffic will be prevented from turning into Westfield's parking lot, even when the traffic light is green. This will lead to an increased queue.

Some Major Effects of the Proposed Westfield Expansion

The following represent some, but not all, of the practical effects on traffic due to the proposed Westfield expansion

1) The very short distance between the Riverside/Woodman intersection and the proposed single Westfield entrance will be **congested** as cars queue up in two lanes to turn into Westfield. Recall that the proposed single entrance along Riverside will be the main entrance used by visitors to a facility which will feature nearly 5,000 parking spots.

2) **Traffic at the intersection from every direction will be congested** as well since drivers will have difficulty navigating through the streets properly due to congestion outlined in the preceding paragraph. Cars attempting to make a turn onto Riverside from Woodman (especially those heading North on Woodman and making a left onto Riverside) may not be able to make the turns due to the queue up.

3) Tenants, service providers (i.e. FedEx, UPS, Sparkletts, etc.) and visitors to the Downey Savings Property will **never be able to turn left into Downey Savings Property** (from both Riverside and Woodman). The Downey Savings Property is the tallest building in the area and contains many businesses, including a large Downey Savings branch and an eye care center. Needless to say, there is a lot of traffic coming in and out of the Downey Savings Property at all times. Under the proposed Westfield expansion, ALL eastbound traffic on Riverside (coming from Van Nuys), therefore will have the following options to enter into the Downey Savings Property:

   a. Continue East on Riverside past Woodman; U-turn on Riverside; Right onto the Downey Savings Property. (Note: **dangerous and impractical**.)

   b. Continue East on Riverside past the Downey Savings Property; Make a left on Woodman and make a u-turn back, thereby allowing a right turn into the Downey Savings Property. (Note: **dangerous and impractical**.)

   c. Continue East on Riverside past the Downey Savings Property; Right on Woodman; U-turn on Woodman; Left onto Riverside; Right onto the Downey Savings Property. (Note: **Even more dangerous and impractical** with the busy 101 freeway exit located close by.)

   d. Cut through the residential streets (most likely using Ranchito or Murietta and Addison); Right turn onto Woodman; Right turn onto the Downey Savings Property. (Note: The **most practical and safest solution**, but community residents will dislike the increased traffic through their neighborhood which will include heavy trucks such as those used by Sparkletts, FedEx, and UPS).

4) Left hand turns out of the Downey Savings Property will also be impossible as well. For those desiring to head East on Riverside or North on Woodman, they will likely have to cut through the residential streets as well.

We realize that a conscientious driver could avoid using any of the outlined methods above, but the practical nature of human driving (combined with our feedback from interacting with community members at the "Public Scoping Meeting dated as of August 6, 2007) suggests that the above outlined methods are the one most likely to be used by the average driver

Westfield: Passing an Internal Problem to the Community

We have been told that part of the reason Westfield would like to consolidate the entrances along Riverside to one, single entrance opposite Matilija is that they are experiencing safety issues at their other entrance due to the fact that their customers have to walk across the driveway from their parked cars to the mall. Human safety is obviously of great concern, and when the problem is enclosed on Westfield property, they should address it themselves. We do not know why this problem has not already been addressed in the previous years.

Westfield's internal traffic and customer safety problems should be resolved by Westfield without pushing the problem to the community. Instead, as part of the proposed expansion, Westfield has conveniently removed their problem by sealing the entrance and **created a new traffic and safety problem for the community** on Riverside and Woodman. Their proposed solution also conveniently gives them better use of their property space.

Convenience of Westfield by inconveniencing and endangering the lives of the community is not acceptable. Whatever profit potential is realized through Westfield's ability to more efficiently use their property for profit is outweighed by the need to **ensure smooth traffic**

in the area, protect the right **of neighbors to a quiet street**, and provide a **safer intersection for the young children at Notre Dame**.

One solution that Westfield may consider, for example, is to slope their driveway up or down, such that incoming traffic would not intersect with customers walking to the store. That is something they could do now, even without any proposed expansion. I'm sure that their architects could come up with other viable solutions.

A Sample Suggestion for a Safer Community

Assuming that Westfield must have a single entrance, we believe that it should consider having the entrance not opposite Matilija, but further down the block where the other entrance is (and I think, historically, they had yet another entrance further down the block as well). This would move the entrance on Riverside to the mid-block range and would allow for **more distance from the Riverside/Woodman intersection and a longer two-lane turning capacity**. Westfield may have to make some compromises that result in less efficient usage of their property and they may have to alter their incoming driveway to make it safer for their customers walking to the store from the parking lot, but that is really a responsibility they should have taken upon themselves anyway. Having a unified entrance down where Ranchito is, for example, will provide a reasonable distance from the Riverside/Woodman intersection as well as allow Downey Savings Property visitors an ability to make left turns into and out of the property thereby not having to cut through residential streets. **Without doubt, having a single entrance opposite Matilija that is so close to the Riverside/Woodman intersection is dangerous and irresponsible.**

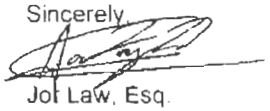
Plea to the City for the Community

Our sample suggestion above is offered to show the City that there are alternatives. We want to encourage the City to support Westfield's goal of expanding, but to adequately care for the concerns of the community. **In exchange for permission to expand their property so dramatically for its own profit and benefit, Westfield should be expected to contribute to the community rather than to harm the community.** Contribution in the form of more tax revenues is insufficient as the community ultimately cares more about safety and traffic control **We ask the City to carefully review Westfield's expansion plans with the thoughts and concerns of the community in mind and to hold safety and traffic concerns above the desire of a third party to maximize profit.**

Side Note

Due to the increased traffic expected in the area, the on-ramps (both Westbound and Eastbound) at Woodman Ave. may see increased use. With the current backlog which sometimes extends close to Riverside for both the eastbound and westbound on-ramps, this may add to the negative impact of the proposed traffic plans. One way to alleviate this may be to have the westbound onramp be two lanes throughout (rather than just two that merge into one), but there may be other factors to consider.

Sincerely,



Jor Law, Esq.
Law Firm of Jor Law

UNITED OVERSEAS INVESTMENT, LLC
13701 RIVERSIDE DR., #310
SHERMAN OAKS, CA 91423
(818) 907-8272

DELIVERED VIA E-MAIL

August 12th, 2007

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Tel: 818-374-5062
Fax: 818-374-5070
E-mail: Tom.Glick@lacity.org

Re: **Westfield Fashion Square Project: Riverside/Woodman Intersection and Downey Savings Property (as defined below)**

Dear Mr. Glick,

This letter is written to you by the management of two buildings (Downey Savings and Specialty Eye Care Center) located at 13701/13739 Riverside Drive, Sherman Oaks, CA 91423 (together, the "Downey Savings Property") to provide our comments and suggestions with respect to the effect on **traffic** due to the proposed Westfield expansion.

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CURRENT SITUATION

Westfield currently has two entrances on Riverside. At any given time, both of these entrances have a queue of cars waiting to turn into Westfield. During busy seasons and during sales, both of these queues extend very far back and cause traffic jams and delays at the Riverside/Woodman junction.

From Riverside, there are two left turn entrances into the Downey Savings Property. As a result of the prior Westfield expansion, one of the entrances to the Downey Savings Property no longer allows left turns. Additionally, during sales and busy seasons, it is difficult to make left turns into the Downey Savings Property from Riverside with the remaining entrance as the queue of lines waiting to turn into Westfield back up this far. Currently, it is already practically impossible to make left hand turns into the Downey Savings Property from Woodman except during twilight hours.

WESTFIELD'S PROPOSED EXPANSION

Westfield proposes to close off all the other entrances on Riverside and consolidate into only one larger entrance opposite Matilija. Traffic lanes will be re-drawn to have dedicated turn lanes, and instead of one turn lane, there will be two turn lanes, controlled by a traffic signal. Westfield believes that this will be sufficient to handle the traffic and has pointed to improvements in signal technology.

COMMENTS

30+% Increase in Traffic With No Proportional Traffic Solution

Westfield proposes to eliminate the entrance that is more toward the middle of the block and further away from the busy Riverside/Woodman intersection in favor of one entrance located dangerously close to the Riverside/Woodman intersection with two dedicated left hand turn lanes. Although Westfield plans to expand its parking spots by over 30% to accommodate increased traffic, the queue space for cars turning into the Westfield shopping mall has not increased proportionately. **Currently, there is one lane spread out over a half block and two entrances to deal with the current traffic situation, whereas the proposed Westfield expansion will have only two lanes spread out over just a quarter block and with only one entrance to support incoming traffic for nearly 5,000 Westfield parking spots.** The additional traffic expected to the surrounding businesses (Downey Savings, Bank of America, Ross, Linen & Things, KB Toy Works, Specialty Eye Care Center, etc.) may mean that **traffic in the area will increase OVER 30%.**

Huge Mistake to Have Busy Entrance Near Riverside/Woodman Intersection

The proposed single entrance will be dangerously close to the intersection of Riverside Dr. and Woodman Ave., **the busiest intersection in the area**, an intersection with an already high **accident activity**, and the intersection used by students of Notre Dame to catch the bus or frequent the mall. Westfield should not put the main entrance so close to it.

Traffic Signal Control Technology Insufficient

Westfield points out that they will be using the latest in traffic signal technology to help alleviate the problem. Relying on one method of improvement to counteract a series of negative effects to traffic when the traffic is going to dramatically increase is grossly insufficient. **Westfield's internal junction (controlling traffic between Westfield and Ross) may also back up enough to prevent cars from turning into Westfield's parking lot, even when the traffic light is green.**

Two Major Drawbacks

Two major drawbacks to the proposed Westfield expansion include:

1) The distance between the Riverside/Woodman intersection and the proposed single Westfield entrance is **too short and will be congested** as cars queue up in two lanes to turn into Westfield. Similarly, traffic at the intersection will be congested with drivers having difficulty navigating through the streets properly.

2) Tenants, service providers (i.e. FedEx, UPS, Sparkletts, etc.) and visitors to the Downey Savings Property will **never be able to turn left into or out of the Downey Savings Property** (from both Riverside and Woodman). The Downey Savings Property is the tallest building in the area and contains many businesses. There is a lot of traffic coming in and out of the Downey Savings Property at all times. Under the proposed Westfield expansion, ALL eastbound traffic (including heavy trucks used by Sparkletts, FedEx, and UPS) on Riverside therefore will have the following two options to enter into or exit the Downey Savings Property:

    a. Make a **dangerous U-turn** on Riverside or Woodman in order to make a right hand turn into the Down Savings Property; **OR**

b. **Cut through the residential streets** (most likely using Ranchito or Munietta and Addison), exiting on Woodman so that a right turn may be made onto the Downey Savings Property.

No Right to Increase Westfield Profits by Hurting the Downey Savings Property

Westfield's expansion plans allow them to make efficient use of their real estate while solving a problem they have had for a while: customer safety due to the fact that their customers must currently walk across their incoming driveway to access the mall. However, their expansion plans solve their problems while negatively impacting the community, in particular the tenants and visitors to the Downey Savings Property.

As part of Westfield's last expansion, visitors to the Downey Savings Property lost the ability to make left turns from Riverside into one of the two entrances. During busy seasons and sales, visitors have difficulty making left turns at the other entrances as well. As a direct result of Westfield's proposed expansion, it will be impossible for visitors to the Downey Savings Property to make left turns from Riverside into and out of the Downey Savings Property. It is already impossible to make left turns into and out of the Downey Savings Property along Woodman. As outlined above, there are **no safe alternatives that do not involve a cumbersome and intrusive drive through the neighborhood residential streets.** This has a significant impact to the Downey Savings Property and is a major inconvenience to its tenants and visitors. **Westfield should not be allowed to expand in such a manner as to cause such a dramatic inconvenience to other businesses and residents.**

Suggestion

Westfield should close off entrances located close to the Riverside/Woodman intersection in favor of entrances further away from Riverside/Woodman. Accordingly, the proposed entrance opposite Matilija should be closed as well. An entrance opposite Ranchito, for example, would help lessen the traffic effects at the Riverside/Woodman intersection since it is further down the block and also can provide longer double queue line for the cars. Additionally, it would still allow visitors to the Downey Savings Property the ability to make left hand turns. The City may also consider adding **a short dedicated left turn lane for visitors to the Downey Savings Property**.

Westfield's solution to their internal traffic and customer safely problems should be revolved by Westfield without pushing the problem to the community. Instead, as part of the proposed expansion, Westfield has conveniently removed their problem by sealing the entrance and created a new traffic and safety problem for community on Riverside and Woodman which is not acceptable. Their proposed solution also conveniently gives them better use of their property space.

Please consider all of the above in making your determinations with respect to the proposed Westfield Fashion Square Expansion.

Sincerely,

United Overseas Investment, LLC
Lawrence Law, Downey Savings Property Manager

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

I WILL STAY AWAY FROM TRAFFIC MITIGATION, MANY EXPERTS ARE INVOLVED.

MY REQUEST IS:

PLEASE, PLEASE USE WHATEVER IS POSSIBLE TO QUELL THE NOISE IN THE EATING AREA.

I USE THE SHOPPING CENTERS IN SHERMAN OAK, TOPANGA AND CENTURY PLAZA.

COMMUNITY ACTIVIST (SONC)

SIDONIA LAX

7

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: SIDONIA LAX

Organization (if you are representing one) SONC, S.O. HOMEOWNERS

Address: 4215 COLBATH AVE

City: S.O. State: CA Zip: 91423

Email Address: SLAX@EARTHLINK.NET Phone: 818-789-0070

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

REASONS FOR NO EXPANSION OF WESTFIELD FASHION SQUARE = HERMAN OAKS

1- TRAFFIC — IN FRONT OF MALL

2- NO PARKING —

3- NEW PARKING LOT WOULD BE AN EYESORE —

4. STREETS TOO - MUCH TRAFFIC

5- RUIN THE PEACE & TRANQUILITY OF FAMILY NEIGHBORHOODS

11

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(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: GERRY LESTER

Organization (if you are representing one)

Address: 5337 'A' COLDWATER CYN

City: SHERMAN OAKS State: CAL Zip: 91401

Email Address: GLLGERRY @AOL.COM Phone:

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

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AUG 21 2007
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For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: <mcloop@gmail.com>
Cc: <drs@pai-la.com>
Sent: Thursday, August 02, 2007 10:35 PM
Subject: Re: Fashion Square Expansion

Dear Ms. Loop. Thank you for your email. It will be forwarded to the consultant for Westfield to be included in the public record. If there is anything else that you need, do not hesitate to call me.

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.
>>> "Marjorie Loop" <mcloop@gmail.com> 08/02/07 2:15 PM >>>
Mr. Glick,
I hope you are inundated with opposition e-mails to the proposed expansion the the Fashion Square Mall in Sherman Oaks.
Add my name to the list of those opposing such a bizarre proposal.
The congestion around the mall is bad enough without tripling the amt. of traffic that will result if the City Ordinance is changed.

I live off Riverside Drive and during holiday period-shoppers park in my neighborhood with complete disregard for my property. The walk across and litter my lawn not to mention the noise they make as they stroll by. Imagine what it will be like if a liquor license is granted to some of the new restaurants.

Have you done a traffic survey to see how many cars go down Riverside and Hazeltine?
It's especially jammed at the intersection of Woodman and Riverside.
We certainly do not need nor can we handle more cars if the mall is expanded to 300% of its' current size.

Sure the merchants send me a Valet parking pass for Christmas but I can't drive across Riverside and get into the parking lot to take advantage of the so called "freebie." No wonder the shoppers park in the nearby neighborhoods.

I say NO no but ABSOLUTELY NO to changing the City Ordinance to accomodate the merchants. With the economy going down the charts this is a time to belt tighten and not expand spending.

Marjorie Loop
Sherman Oaks Resident
mcloop@gmail.com

11

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

To Tom Glick S.O. Aug. 18, 07

Dear City Planner,

We're writing to you, to strongly object to the proposed Sherman Oaks Westfield Shopping Center Expansion program - As a family, that has lived (in S.O.) and shopped at this Center for many years, we have been involved, with the increased use and traffic problems around this complex. The need of more space, to accomedate, additional Stores, Restaurants, Automobiles and the proposed use, of this Center, is without a doubt, totally unnessary, in this already congested, residential area. - Please, at your convenience, review this Center, (specially at Holiday-time) as totally out of control, traffic-build ups, way beyond Woodman Ave. and adjacants streets.

(If necessary, please use the reverse side of the paper.)

Sincerely, Al & Lilli Miller

Please fill out your contact information below.

Name: Al & Lilli Miller

Organization (if you are representing one): SOHA - Members -

Address: 4658 Tujunga Ave.

City: Sherman Oaks State: CA Zip: 91423

Email Address: _____ Phone: (818) 784-5741

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

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For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

11

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

(11)

1. TRAFFIC ISSUES ON Woodman at LA MAIDA - BOTH NORTH BOUND & SOUTHBOUND + TRAFFIC TURNING WEST ONTO LA MAIDA - EXTREMELY HIGH RATE OF ACCIDENTS - ESPECIALLY AT VARIOUS HOLIDAYS.
2. TRAFFIC FLOW ON LA MAIDA TO MALIBU STREET BEING USED AS A SHORTCUT TO & FROM THE MALL TO ESCAPE DOUBLE LEFT TURN LANE ONTO RIVERSIDE.
3. THE NEED FOR MORE ENTRANCES & EXITS TO ACCESS THE MALL
4. THE INABILITY OF CURRENT STREETS TO HANDLE THE EXISTING TRAFFIC NOW
5. COVER THE TRAFFIC COUNT AT PEAK HOURS. NOT WHEN WESTFIELD did. (NON PEAK)
6. IMPACT ON all SURROUNDING CROWDED STREETS + CURRENT GRIDLOCK ON Riverside + WOODMAN

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

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AUG 20 2007
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VAN NUYS

Name: CHARISE MITCHELL

Organization (if you are representing one) SOHA

Address: 4841 WOODMAN AVE

City: SHERMAN OAKS State: CA Zip: 91423

Email Address: Charisehope@aol.com Phone: 818 269-1966

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

July 20, 2007

To: Reviewing Agencies

Re: Westfield Fashion Square Expansion
SCH# 2007071103

Attached for your review and comment is the Notice of Preparation (NOP) for the Westfield Fashion Square Expansion draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Tom Glick
City of Los Angeles Planning Department
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

for Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

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CITY OF LOS ANGELES
JUL 25 2007
CITY PLANNING
VAN NUYS

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2007071103
Project Title Westfield Fashion Square Expansion
Lead Agency Los Angeles, City of

Type NOP Notice of Preparation

Description The proposed project entails construction of the remaining 108,000 GLSF of development previously permitted and the development of an additional 172,000 GLSF, for a total of approximately 280,000 GLSF of retail and restaurant uses. The EIR will examine the potential impacts associated with the addition of 280,000 square feet to the existing mall.

Lead Agency Contact

Name Tom Glick
Agency City of Los Angeles Planning Department
Phone (818) 374-5062 **Fax** (818) 375-5070
email Tom.Glick@lacity.org
Address 6262 Van Nuys Boulevard, Suite 351
City Van Nuys **State** CA **Zip** 91401

Project Location

County Los Angeles
City
Region
Cross Streets Hazeltine Avenue, Riverside Drive, Woodman Avenue, 101 Freeway
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 101
Airports
Railways
Waterways
Schools
Land Use

Project Issues Aesthetic/Visual; Air Quality; Geologic/Seismic; Landuse; Noise; Public Services; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Water Quality

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 4; Department of Parks and Recreation; Native American Heritage Commission; Department of Fish and Game, Region 5; Department of Water Resources; Department of Conservation; California Highway Patrol; Caltrans, District 7

Date Received 07/20/2007 **Start of Review** 07/20/2007 **End of Review** 08/20/2007

Note: Blanks in data fields result from insufficient information provided by lead agency.

...Distribution List

County: LOS ANGELES SCH# 2007071

Resources Agency

- [■] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  David Johnson
- [ ] **California Coastal Commission**
  Elizabeth A. Fuchs
- [ ] **Colorado River Board**
  Gerald R. Zimmerman
- [■] **Dept. of Conservation**
  Sharon Howell
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  Paul Richins
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  Allen Robertson
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  Wayne Donaldson
- [■] **Dept of Parks & Recreation**
  Environmental Stewardship Section
- [ ] **Reclamation Board**
  DeeDee Jones
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- [■] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou
- [ ] _____
  Conservancy

Fish and Game

- [ ] **Depart. of Fish & Game**
  Scott Flint
  Environmental Services Division
- [ ] **Fish & Game Region 1**
  Donald Koch
- [ ] **Fish & Game Region 1E**
  Laurie Harnsberger
- [ ] **Fish & Game Region 2**
  Banky Curtis
- [ ] **Fish & Game Region 3**
  Robert Floerke
- [ ] **Fish & Game Region 4**
  Julie Vance
- [■] **Fish & Game Region 5**
  Don Chadwick
  Habitat Conservation Program
- [ ] **Fish & Game Region 6**
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] **Fish & Game Region 6 I/M**
  Gabrina Getchel
  Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Game M**
  George Isaac
  Marine Region

Other Departments

- [ ] **Food & Agriculture**
  Steve Shaffer
  Dept. of Food and Agriculture
- [ ] **Depart. of General Services**
  Public School Construction
- [ ] **Dept. of General Services**
  Robert Sleppy
  Environmental Services Section
- [ ] **Dept. of Health Services**
  Veronica Malloy
  Dept. of Health/Drinking Water

Independent Commissions,Boards

- [ ] **Delta Protection Commission**
  Debby Eddy
- [ ] **Office of Emergency Services**
  Dennis Castrillo
- [ ] **Governor's Office of Planning & Research**
  State Clearinghouse
- [■] **Native American Heritage Comm.**
  Debbie Treadway

- [ ] **Public Utilities Commission**
  Ken Lewis
- [ ] **Santa Monica Bay Restoration**
  Guangyu Wang
- [ ] **State Lands Commission**
  Jean Sarino
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Business, Trans & Housing

- [ ] **Caltrans - Division of Aeronautics**
  Sandy Hesnard
- [ ] **Caltrans - Planning**
  Terri Pencovic
- [■] **California Highway Patrol**
  Shirley Kelly
  Office of Special Projects
- [ ] **Housing & Community Development**
  Lisa Nichols
  Housing Policy Division

Dept. of Transportation

- [ ] **Caltrans, District 1**
  Rex Jackman
- [ ] **Caltrans, District 2**
  Marcelino Gonzalez
- [ ] **Caltrans, District 3**
  Jeff Pulverman
- [ ] **Caltrans, District 4**
  Tim Sable
- [ ] **Caltrans, District 5**
  David Murray
- [ ] **Caltrans, District 6**
  Marc Birnbaum
- [■] **Caltrans, District 7**
  Cheryl J. Powell
- [ ] **Caltrans, District 8**
  Dan Kopulsky
- [ ] **Caltrans, District 9**
  Gayle Rosander
- [ ] **Caltrans, District 10**
  Tom Dumas
- [ ] **Caltrans, District 11**
  Mario Orso
- [ ] **Caltrans, District 12**
  Bob Joseph

Cal EPA

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    Ravi Ramalingam
  - [ ] Industrial Projects
    Mike Tollstrup
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  Sue O'Leary
- [ ] **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Steven Herrera
  Division of Water Rights
- [ ] **Dept. of Toxic Substances Control**
  CEQA Tracking Center
- [ ] **Department of Pesticide Regulation**

Regional Water Quality Co... Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [■] **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] **RWQCB 5S**
  Central Valley Region (5)
  - [ ] **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
  - [ ] **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

- [ ] **Other** _____

Last Updated on 05/16/07

August 02, 2007

Mr. Tom Glick, City Planner
L. A. Dept of City Planning
6242 Van Nuys Blvd, Suite 351
Van Nuys, CA 91401

Dear Mr. Glick:

We have been living at our present address since 1961 and have seen the many changes that have taken place----some good, some not. Most of the changes have been made in the name of progress, but further development of this area would cause so much additional traffic and congestion that the quality of life for all nearby residents would be severely eroded.

(11)

Traffic on Woodman has already increased tremendously within the last decade. No matter what the owners of the Fashion Square say they will do to preserve the quality of the neighborhood and alleviate potential traffic problems, we doubt that much can be done.

The Fashion Square should remain as it now exists. Any large addition would be overkill. Surely as City Planner, you must be able to foresee the destruction of a stable, family oriented neighborhood. Please DO NOT approve the expansion !!!!!

Sincerely,

Blossom Nishime
Ralph Nishime

Blossom and Ralph Nishime
4925 Woodman Ave,
Sherman Oaks, CA 91423

Department of Water and Power the City of Los Angeles

ANTONIO R. VILLARAIGOSA
Mayor

Commission
H. DAVID NAHAI, *President*
EDITH RAMIREZ, *Vice President*
MARY D. NICHOLS
NICK PATSAOURAS
FORESCEE HOGAN-ROWLES
BARBARA E. MOSCHOS, *Secretary*

RONALD F. DEATON, *General Manager*

August 24, 2007

Mr. Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

Dear Mr. Glick:

Subject: Westfield Fashion Square Expansion
Notice of Preparation and Notice of Public Scoping Meeting
EAF No. ENV-2007-9914-MND

The Los Angeles Department of Water and Power (LADWP) is hereby providing comments to the above-referenced Notice of Preparation and Public Scoping Meeting, as requested in your letter dated July 19, 2007.

We are providing information for consideration and incorporation into the planning, design, and development efforts for the proposed expansion. Regarding water needs for the proposed project, this letter does not constitute a response to a water supply assessment due to recent state legislative activity (i.e., SB 901, SB 610, and SB 221) for development projects to determine the availability of long-term water supply. Our understanding is that a water supply assessment by the water supply agency needs to be requested and completed prior to issuing a draft EIR. (13)

Before investing resources in preparation of a water supply assessment, we recommend that you contact LADWP (Mr. Alvin Bautista) at (213) 367-0800, or by e-mail at Alvin.Bautista@water.ladwp.com) and provide specific project details as requested to help staff make a determination on whether or not the proposed project meets the criteria for compliance with this legislation.

If proposed project parameters (e.g., development details such as type, square footage, anticipated water demand by 2020, population increase, etc.) are such

13

that they are subject to state law requiring a water availability assessment, a separate request must be made in writing to:

Mr. James B. McDaniel
Chief Operating Officer – Water System
Los Angeles Department of Water and Power
111 North Hope Street, Room 1455
Los Angeles, CA 90012

The following are our preliminary comments on the proposed project.

Water Needs

The Los Angeles Department of Water and Power (LADWP) owns, maintains, and operates an 8-inch water main in Riverside Drive, an 8-inch water main in Hazeltine Avenue, a 12-inch main in Woodman Avenue, and a 6-inch/4-inch water main in an easement lying parallel to Riverside Drive and east of Hazeltine Avenue. There are a number of services and public fire hydrants serving the subject site from the aforementioned water mains. The easement water main may need to be abandoned as a result of the proposed expansion. Water services being supplied by this water main could be relocated to Hazeltine Avenue or Riverside Drive.

The Water Distribution System can adequately supply water for domestic use. Available fire flow for private on-site fire protection can be determined by filing a Service Advisory Request(s) from our New Business Office at (213) 367-2130. Public fire hydrant requirements, including fire flow, are set by the Los Angeles Fire Department (LAFD). Public fire flow can be analyzed at the request of the LAFD.

As the project proceeds further in the design phase, we recommend the project applicant or designated Project Management Engineer contact Mr. Hugo Torres at (213) 367-1178 or by e-mail at Hugo.Torres@water.ladwp.com to make arrangements for water supply service needs.

Water Conservation

LADWP has a number of water conservation programs. Since the proposed project is in the planning and design phase, it may be an opportunity to incorporate some of these measures in the design and operations of the proposed facilities. LADWP is always looking for means to assist its customers to use water resources more efficiently and welcomes the opportunity to work with new developments to identify water conservation opportunities. Some water conservation measures are enclosed.

For more information on water and energy conservation programs, please visit our website at www.ladwp.com.

If there are any additional questions, please contact me at (213) 367-1235 or by e-mail at Luis.Nuno@water.ladwp.com.

Sincerely,

LUIS NUNO, P.E.
Engineer of East Valley District
Water Distribution Engineering

LN:jms
Enclosure
c: Mr. James B. McDaniell
Mr. Alvin Z. Bautista
Mr. Hugo A. Torres

bc: Julie M. Spacht
Luis Nuno

WSM: 168-153

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 13, 2007 10:03 AM
Subject: Fwd: mall expansion

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> Steve OConnor <steveoconnor1966@sbcglobal.net> 8/10/2007 11:44 AM >>>
Dear Tom,

I was unable to attend the meeting on the 6th, so I appreciate this chance to email you my family's thoughts about the proposed mall expansion. My wife and I and our daughter live a block north of the mall, tucked away in the neighborhood, and we also own a business within walking distance of our home. My wife has a Bloomingdale's card, and my kid romps on the mall's indoor playground. So, needless to say, it's all about Sherman Oaks for us.

The mall as it is now, and as they would like it to be, doesn't impact our business at all. I thought I should say that. And our feelings about the proposed expansion are not colored by what we may think or what others may say about the impact to home values in the neighborhood. The value of our modest home increased so much over the last few years - and while that's been nice - our main concern day to day has always been - and still is - the quality of our living.

We sat down with a commercial real estate broker recently to discuss lease options for our business, and while talking about neighborhood developments and projects, this broker - who doesn't live in Sherman Oaks, of course - sneered that the homeowners in this area were anti-development. I said to him, and I say to you, that we are not anti-development - we are anti-gluttony. Our reaction is no different than when we see the McMansions being piled into small lots on these nice streets. It's too much, and these things need to be kept in check. We appreciate that part of your job is to ensure that.

All one has to do is take a stroll through the mall right now to get a quick sense of what Westfield is about. Making profit. Not necessarily an illegitimate or dishonorable motive, but the driving motive - and probably the only motive. These proposed "enhancements" are not enhancements for those of us who live, walk and work here. Using the word "enhance" is just part of the charm campaign-speak. If we start from there, and agree that profit is what this is about, then one realizes that it's - again - just about them pushing to get as much as they can. They would probably argue that their concern is enhancing the shopper's experience. Which makes me laugh, but I don't know, I suppose if they just keep on saying that, that eventually we'll all believe that, along with them. And so the question then becomes, which is more important to someone in your position - the quality of living for those who live here, or the improvement of the shopper's experience?

I respectfully plea to you to resist requests that deviate from city ordinances. And to put up as much as a fight as you can, on behalf of quality of life in Sherman Oaks.

Thanks for your hard work.

Sincerely,

Steve O'Connor
(818) 687-9569 cell

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: <PllAnth@aol.com>
Cc: <drs@pai-la.com>
Sent: Thursday, August 02, 2007 10:33 PM
Subject: Re: WESTFIELD FASHION SQUARE EXPANSION (correcting e-mailaddress sent eailer)

Dear Mr. Pellegrini. Thank you for your email. It will be forwarded to the consultant for Westfield to be included in the public record. If there is anything else that you need, do not hesitate to call me.

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

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>>> <PllAnth@aol.com> 07/26/07 11:46 PM >>>
Dear Mr. Glick:

Sincerest thanks for your written notice of the August 06, 2007. "Public Scoping Meeting"; referenced the "Subject" hereon. Related thereto, please accept these few comments sincerely made with only the best interests of the Los Angeles Sherman Oaks community in mind. I will leave the prudence of the business soundness of the proposal to Westfield.

My comments address only two (2) issues, which I feel are of major importance

Issue Number One(1): SAFETY

There are currently existing community traffic and parking issues that are not appropriately addressed within the community. Without taking the time to address them individually, I suggest that most residential and/or local commercial business interests, would and do, express their own individual opinions related thereto.

I, personally, can state examples of issues that are presently in need of attention. I will save them, however, for another more appropriate time. Suffice as to say, the magnitude of Westfield's proposal can only magnify them beyond reasonableness.

Current traffic and parking laws, State Statutes and City Ordinances, to a large degree go unchecked.
Violators go undetected for lack of appropriate enforcement. Politicos

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address "new legislation" for political
gain, as opposed to community betterment, with full realization that current laws, let alone new laws, will not appropriately be addressed by enforcement officials. (11)

Issue Number Two(2): AESTHETICS (1)

The magnitude of the Westfield Fashion Square Expansion proposal would forever adversely affect the character of the Sherman Oaks community. The quality of life, as well as safety, would forever be adversely affected.

Commercial structures reflecting Sherman Oaks community standards are best reflected by the Sunkist building located at the Southwest corner of Riverside Drive and Hazeltine Avenue.

Commercial structures that least reflect Sherman Oaks community standards are reflected by the monstrosity situated on Northwest corner of Woodman Avenue and Riverside Drive, and currently designated as a Downey Savings Bank.

One does not need 20/20 vision to tell which structure "snuck-in" by political variance and which one conforms to building and safety community standards.

CONCLUSION;

Any expansion of the Westfield Fashion Square, should be limited to the..."approximately 975,000 gross leasable square footage (GLSF)"...defined in the opening paragraph of your letter of July 19, 2007.

Westbound Frwy. commuters and community residents should not be required to view a six story non-conforming parking monstrosity that conflicts with the beauty of the conforming Sunkist commercial building structure and its surrounding area.

Respectfully submitted,

Anthony A. Pellegrini

4853 Woodman Avenue

Sherman Oaks, CA 91423-2441

Telephone/FAX: (818) 386-9010

********** Get a sneak peek of the all-new AOL at http://discover.aol.com/memed/aolcom30tour

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Wednesday, August 08, 2007 4:40 PM
Subject: Fwd: Westfield/Fashion Square Expansion

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> leo August <edandsuzanne@sbcglobal.net> 8/8/2007 3:39 PM >>>
Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Blvd. Suite 351
Van Nuys, Ca. 91401

Dear Tom Glick,
We are writing you in opposition of expanding Westfield/Fashion Square as it now is proposed. The major problem, we as residents, see it is DENSITY. You can put only so many structures and humans in a given area without jeopardizing both. (6)

As on any given day Woodman Avenue and Riverside Drive, corridors, can be blocked due to the number of vehicles accessing this area. Also, there are periods when serious accidents occur; whether on streets or on the 101 or 405 Freeways. Remember, serious earthquakes as well, They not only effect traffic but damage to structures. Let us not forget the Northridge Earthquake and its' consequences. (11) (3)

A detailed en-depth environmental research study needs to be addressed and made.

With the proposal of increasing 426,000 square feet (increasing retail stores, restaurants, and parking facilities) there will be put a greater demand on the streets (Woodman Ave., Riverside Drive, Hazeltine Ave., as well as residential streets; such as, Matilija, Addision, La Maida, and Ranchito) . There will be greater wear and tear on these streets. Right now, at the intersection of Matilija and Addision there are pot holes that need to be repaired. With this proposal pot holes will be developing more rapidly on these streets. How can there be ample maintenance on these streets when there are problems of maintenance existing now? (11)

Yes, we agree things change, but change needs to be done wisely and with considered value to all concerned: the residence and Westfield/Fashion Square.

To increase and develop the magnitude of this project and the population it will affect is most important for the health and well being of all concerned. Options and alternatives we hope you will evaluate and consider . (12)

Sincerely,

Ed and Suzanne Plutte
5010 Matilija Avenue
Sherman Oaks, CA 91423

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

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Flex your power!
Be energy efficient!

Mr. Tom Glick
Planning Department
City of Los Angeles
6262 Van Nuys Blvd., Suite 351
Van Nuys, CA. 91401

IGR/CEQA# 070742/NY
NOP/ Westfield Fashion Square Expansion
280,000 SF Commercial Space
SCH#2007071103
LA/101/15.91

July 31, 2007

Dear Mr. Glick:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 70,100 SF Commercial Space in Calabasas.

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

(11)

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

(11)

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to Route 101.

2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.

3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.

5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
   - description of transportation infrastructure improvements
   - financial costs, funding sources and financing
   - sequence and scheduling considerations
   - implementation responsibilities, controls and monitoring

   Any mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.

6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: Additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

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

   The Department as a commenting agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that

worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. Therefore State Route(s) mentioned in item #1 and it's facilities must be analyzed per the Department's **Traffic Impact Study Guidelines.**

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

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

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 070742/NY.

Sincerely,

Cheryl J. Powell
IGR/CEQA Branch Chief
Regional Transportation Planning

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

I write to protest the enlargement of "Fashion Square" (2)
in Sherman Oaks for reasons that should be obvious
to our "City Planners." Air Quality, congestion, noise, + (11)
all the issues that need to be evaluated. Why (7)
do "megatrack" developers have so much influence
that they can feel free to come in areas and
destroy a community? I beg you to listen to the
people and stand up to these developers - you
are aiding them in destroying that element which
makes "Greater Los Angeles" unique. We do not need
to manhattanize the city because of greedy
politicians and developers!! I have yet to hear of
any development being stopped due to traffic, pollution, etc (11)

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Thelma & David Rabin

Organization (if you are representing one)

Address: 4242 Willis Ave.

City: Sherman Oaks State: CA Zip: 91403

Email Address: TDRABIN@SBCGlobal.NET Phone: 818-788-8998

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5050
Email: Tom.Glick@lacity.org

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For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191

September 4, 2007

Mr. Tom Glick
City Planner
Los Angeles Department of City Planning
6262 Van Nuys, CA 91401

Re: ***Westfield Expansion Project***
(Case No. CPC-2007-9915-ZC-CU-CUB-ZV-SPR-ZAD;
ENV-2007-9914-EAF)

Dear Mr. Glick:

The Land Use Committee of the Sherman Oaks Neighborhood Council ("LUC") has formed a "working committee" (the "Committee") comprised of community members to review and analyze the expansion plans proposed by Westfield for the Fashion Square Mall (the "Project" or the "Mall").

Committee members include a licensed architect, landscape architect, land use planner, attorney, and active community residents who live within the vicinity of the Project site. Representatives on the Committee have demonstrated a commitment to Sherman Oaks, as well as the greater San Fernando Valley community, through participation in a wide variety of local and regional community, residential and business organizations. While we do not claim to represent the interests of any of these individual organizations – this extensive collective community involvement highlights the diverse range of backgrounds, areas of expertise, and viewpoints that are represented on the Committee.

The Committee has been meeting regularly to study the proposed Project plans and corresponding environmental documentation, and to raise various questions and identify potential adjustments that might be made to the Project. It is important to acknowledge that Westfield's representatives have been extremely cooperative with the Committee to date. Westfield has met with the Committee on multiple occasions, provided generous access to its technical consultants, and has committed to working with the Committee on a going forward basis.

By encouraging the City to prepare a full Environmental Impact Report ("EIR") – as opposed to the Mitigated Negative Declaration that was originally published for this Project – Westfield has already shown considerable initial good faith, and we hope and believe that the Applicant will continue to respond to the needs of the Sherman Oaks community. We look forward to this continued spirit

of cooperation as we work together throughout the duration of the entitlement process.

Through not meant to be an exhaustive list, the Committee has identified some questions regarding the Project plans as currently proposed for the Applicant and the City. The following list includes some (but not all) of the issues identified by individual members of the Committee, as well as concerns that have been brought to the Committee's attention by residents who live within the vicinity of the Project site:

1. Proposed Signal At Riverside Drive And Matilija Avenue

Westfield has proposed its main access point for the Site at the corner of Riverside Drive and Matilija Avenue, which would be controlled by a newly installed traffic signal. Some community members have raised concerns that aligning the new signal with Matilija will increase the amount of cut through traffic pressure and off-site Mall parking on Matilija and other nearby local streets. Although Westfield proposes to address this problem through installation of a "pork chop" diverter at Riverside and Matilija, the location of the traffic signal continues to concern some residents.

We would appreciate further study to determine the feasibility of installing the new signal at the existing Macy's entrance/ramp on Riverside Drive. This alternate location could be complemented by a new synchronized crosswalk (in place of the existing crosswalk at the intersection of Ranchito and Riverside). Assuming the ramp could be brought to grade, the Macy's entrance might serve as a more effective point of access that could also reduce cut through traffic on local streets to the north of the Site. Installation of an appropriate landscaped median on Riverside Drive might further reduce Mall generated "spillover" parking in those areas, and improve access to the Mall above existing conditions.

In addition, there is some concern that the new traffic signal at Riverside and Matilija would be too close to the existing light at Woodman and Riverside, potentially creating a bottleneck/backup at peak hours and during the holiday season. Moving the location farther west and increasing the distance between Woodman and the new signal would presumably alleviate this concern as well.

2. General Traffic and Circulation

The Applicant's traffic mitigation program is predicated on increasing traffic flows by upgrading signals that surround the Site to the Los Angeles Department of Transportation's ("LADOT") Adaptive Traffic Control System ("ATCS"). While the Committee does no doubt that this "real time" technology

would improve traffic flows above the more limited ATSAC signals, we still have the following questions regarding how the newly upgraded signals would be integrated with other traffic signals in the area (since they are part of an interconnected system):

- Will there be any effort by LADOT to coordinate Westfield's ATCS upgraded signals with other traffic mitigation recently funded by other development in the Sherman Oaks area (e.g., Library Square mitigation, ATCS funding for signals on Riverside Drive provided by the Meridian Evangelical School)?

- How will the newly upgraded ATCS signals work in coordination with surrounding ATSAC intersections for which no ATCS mitigation is proposed (e.g., intersection of Ventura Boulevard and Woodman)? In other words, would signals that are only upgraded with ATSAC technology be synchronized in any manner with the new ATCS signals?

- How will the 101 Freeway be affected by the installation of the new ATCS upgrades? Will the traffic controls at the on/off ramp be synchronized in any way with the ATCS system?

In addition, the Committee would appreciate if Westfield could examine the feasibility of creating a second right hand turn lane traveling south on Woodman onto the 101 westbound freeway onramp. Although we recognize this public improvement would require Caltrans' consent/approval, the Committee is concerned that additional Project related traffic could exacerbate congestion at the existing on-ramp.

In terms of access to the Mall, the Committee is also curious whether the previous underpass near Bloomindales could be re-opened to provide another means of access into the site? Re-opening this access point could free up traffic along Riverside, and offer another pedestrian access point in the Mall.

3. Public Transportation Plan

While the overwhelming majority of mall patrons will undoubtedly arrive to the site via automobile, some customers (as well as mall employees), may chose to utilize public transportation. With the expanded mall becoming more of a regional attraction, more potential customers (especially those from outside the Sherman Oaks area) may choose to commute to the mall via an MTA bus, DASH bus or the Orange Line, if feasible.

Although the environmental documentation prepared for the Project identifies various public transit routes and stops within the general vicinity of the Site, we encourage Westfield to consider taking more proactive measures to integrate the new expanded mall with public transit. Some examples that the Committee has identified include:

- Working with the MTA to reduce the headways of the existing bus routes to the Mall.

- Working with LADOT to increase the number of daily DASH busses that stop near the mall.

The Committee realizes the considerable challenges of facilitating access to the mall via public transportation. Nevertheless, we would appreciate Westfield studying whether there are feasible measures that could be adopted (in collaboration with MTA and/or LADOT) to make the mall more accessible by public transit.

4. Height of Proposed Parking Structure

The plans call for a new parking structure located between the existing Macy's building and the three-acre shopping center at the southwestern corner of the Riverside Drive/Woodman intersection. Although the environmental documentation indicates the structure will be setback approximately 30 feet from Riverside Drive – there is still concern that the parking structure will obstruct views of residents who live north of Riverside. The Committee therefore requests that Westfield study the feasibility of reducing the height of this structure, possibly by placing some of the parking in a subterranean level, or by other means.

5. Aesthetics

The Committee believes the mall expansion offers a prime opportunity to beautify the currently drab and underwhelming sidewalk fronting Riverside Drive. While the preliminary plans showed to the Committee represent a first step, we believe more can be done to enhance the aesthetic appeal of this important roadway.

The Riverside elevation of the property is an opportunity for the development to be compatible with the surrounding neighborhood, as opposed to creating a wall that separates the Mall from the community. We acknowledge that the existing "closed off" facade was designed in response to the concerns of affected neighbors at the time of the last Mall expansion. The Committee hopes that this Project will achieve the right balance between an imaginative, welcoming

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facade, that is also designed to discourage cut-through traffic and extensive off-site parking. Some ideas that the Committee would like to explore with Westfield include:

- Increased lush landscaping along Riverside Drive
- Coffee carts and possible retail kiosks to create a sense of outdoor activity.
- Light posts
- Wood park benches
- Trellises and other aesthetic amenities that create a pedestrian corridor and an urban park setting along Riverside Drive.
- A landscaped median through a portion of Riverside Drive (which we believe could be designed to discourage Mall patrons from parking on nearby residential streets).
- A building facade that incorporates attractive color pallets and transparent elements where possible, and is designed to break up the mass of the building.

In addition to enhancing Riverside Drive, the Committee would like to see aesthetic enhancements placed at the rear of the Site, if possible, to improve the appearance of the Site as viewed from the 101 Freeway.

6. Neighborhood Protection Plan

The Committee is sensitive to neighborhood concerns with "activating" Riverside Drive, thereby creating a more pedestrian friendly street. We appreciate that Westfield has signaled a willingness to be helpful in funding various neighborhood protection elements that would discourage cut-through traffic pressures, especially on the local streets to the north of the Site (i.e., Matilija, LaMaida and Mammoth). It is our belief that implementation of an effective neighborhood protection plan will ultimately mollify the concerns of those residents who fear a more lively, activated Riverside Drive.

Although many components of a Neighborhood Protection Plan have been discussed during Westfield's various public presentations, there is currently no community consensus for a comprehensive neighborhood protection plan. The

Committee would like to offer our assistance in developing that consensus by helping to devise a plan that can receive the support of a strong majority of the residents who live to the north of Riverside Drive. We look forward to working with Westfield, the Los Angeles Department of Transportation, and the community to develop a viable, effective neighborhood protection plan. With this combined effort, the Committee is hopeful that various neighborhood protection alternatives can be presented to the community as early in the process as possible

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7. Miscellaneous

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Additional questions for the Applicant and the City include:

- Whether any green/sustainability features will be incorporated into the building plans designed. Will the expansion project be LEED certified?
- Confirmation that the haul route will not utilize any Local or Collector streets.
- Will Westfield establish a construction hotline for residents to call to register any legitimate concerns that arise with construction activity?
- Can directional signs be added to facilitate access into the Site?
- Does Westfield intend to use the expanded Site to host any temporary events, seasonal or otherwise?

* * * *

We appreciate the opportunity to raise these issues and look forward to continuing our productive working relationship with the Applicant. Thank you again for your consideration of this comment letter.

Dave Rand
Chair
Sherman Oaks Neighborhood Council "Westfield Working Committee"

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 06, 2007 3:43 PM
Subject: Fwd: Matilija avenue

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> "suzirockett" <suzirockett@earthlink.net> 8/6/2007 2:35 PM >>>
I have had a long history on this street; my parents were original owners when the homes were first built. I now live back in that house with my family. I love what the neighborhood feels like. We lived on Stansbury south of the blvd. and really did not know anyone (13 years).After my mom died we did a totals renovation to the house, and it is the talk of the street.
I am aware progress happens but, it should not happen in the name of community.
I am writing to express my LARGE concerns for traffic flow and a proper signal at the end of our street.
Kids play on our street and as I am home most days I see cars going to fast and with little regard for their speed. Etc.
I know you might hear from others who are angry, I am just hoping something will happen to protect our neighborhood, I am sure if this were your street you would have the same feeling as we all have.
Please be respectful of our street.
Susan Rockett
5016 Matilija Ave.

11

Dwight Steinert

From: <MTAFIZX@aol.com>
To: <Tom.Glick@lacity.org>
Sent: Monday, August 20, 2007 1:35 PM
Subject: Fashion Square-Westfields Planned Expansion

Dear Tom.
My wife and I are completely opposed to the planned Fashion Square Mall expansion. Already, there is a shortage of parking amongst the Mall, all of the business enterprises east of the mall on Riverside Dr. to Woodman Ave, and the offices, etc., on east Woodman. Add the increasing overflow of cars from Notre Dame High school and it becomes overwhelming. During the holiday season, football season from the school, it becomes horrendous. We do not want our property values to go down as they most assuredly will if this expansion takes place. We do not want any more traffic, noise, lack of parking, congestion, etc.
WE ARE COMPLETELY OPPOSED TO THE FASHION SQUARE MALL EXPANSION!

11

Thank you,

Allan Rosenthal
Susan Ashcroft-Rosenthal
4751 Ventura Canyon Ave.
Sherman Oaks, Ca 91423

****

Get a sneak peek of the all-new AOL at http://discover.aol.com/memed/aolcom30tour

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

This is just another waste of time - This deal was made long befor you engaged the neighborhood -

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Janet E. Amin

Organization (if you are representing one)

Address: 4434 Yarmouth Ave.

City: Sherman Oaks State: CA Zip: 91423

Email Address: RRS4434@yahoo Phone: 818-783-1755

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Thursday, August 09, 2007 1:17 PM
Subject: Fwd: Against Sherman Oaks Fashion Square Expansion

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> R Sahota <delgadas@hotmail.com> 8/9/2007 9:56 AM >>>

Dear Tom Glick,We are residents in the Sherman Oaks area , and are against the expansion of Fashion Square. The area is dangerous on any normal day with traffic, and road rage specifically around getting into the mall. When resident are trying to get access to their homes, for example turning onto Murietta from Riverside, they consistently have mall traffic cutting them off by crossing through the double yellow turning lane. The left turn light at Hazeltine and Riverside can already be a 5 minute and over wait on a regular day, with ontributing factors such traffic spilling out of the overcrowded Trader Joes parking lot, the freeway traffic and the heavily used park in the area.Please do not diminish our quality of life or jeopradize our safety. There simply is no room here for expansion.Sherman Oaks Resident.

11

Make every IM count. Download Windows Live Messenger and join the i'm Initiative now. It's free.
http://im.live.com/messenger/im/home/?source- TAGWL_June07

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

(1) Traffic on Woodman, Hazeltine & Riverside Dr are already overflowing during weekends & holidays. Concern ever additional traffic.

(2) Parking on local streets due to lack of parking.

(3) Air pollution due to increased traffic & construction.

(4) construction traffic on Valleyheart.

(5) 5 story parking structure would impact local homes. We would like it limited to 3 stories

(6) Lack of viable traffic mitigation

(1) (2) (11)

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Robin & Gerald Samet

Organization (if you are representing one)

Address: [illegible] Stern Ave

City: Sherman Oaks State: CA Zip: 91423

Email Address: rjsamet@yahoo.com Phone: 818-501-0961

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Jill Sanders" <jillsanders@earthlink.net>
To: <tom.glick@lacity.org>
Sent: Monday, August 20, 2007 12:14 AM
Subject: Westfield Mall Expansion

Hi Tom, I am writing you as a supporter of the mall expansion. Sherman Oaks is one of the most expensive areas to live in the valley and the Sherman Oaks mall is in desperate need for a makeover. I am particularly looking forward to a better children's play area and certainly more restaurants! It would also be great if some sort of outdoor seating for dining or entertainment could be incorporated. I hope no expense is spared in making this expansion a beautiful and family friendly place. The LAST THING Sherman Oaks needed was a Best Buy and I will NEVER shop there. I went to the Sherman Oaks neighborhood council meetings regarding the Best Buy and realized it was really a done deal no matter what the residents wanted. It is also obvious to me that the Sherman Oaks Galleria is basically a failure. Why are restaurants and stores going in and out of business there? It is not set up in a way that brings people there like The Grove or The Commons. (I also find the architecture ugly). I hope the same mistake is not made with the new expansion of the mall and I am looking forward to spending allot of time there with my family...and maybe even my dog? I don't mind dealing with the traffic because I plan on staying for many hours!

Thank you,
Jill Sanders
Sherman Oaks homeowner

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

As most of my neighbors are concerned about traffic congestion, I am also. This neighborhood is already heavily impacted with traffic from Notre Dame, the Woodman on ramp to the 101 and both the Ross center and Fashion Square. I don't believe that the new proposal will adequately accomodate the traffic. & this expansion will take a pleasurable neighborhood shopping experience and turn it into a nightmare.

Alison Sassoon

(11)

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Alison Sassoon

Organization (if you are representing one) home owner

Address: 5018 Mammoth Ave

City: Sherman Oaks State: Ca Zip: 91423

Email Address: Alycat1122@aol.com Phone: 818-789 9979

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

IF SHOPPING AT BLOOMINGDALE'S WHERE DOES ONE PARK?
(SEEMS THAT ONE WOULD NEED TO WALK THE ENTIRE LENGTH OF THE MALL + PART OF THE PARKING STRUCTURE)

16

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(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: HAROLD SCHNEIDER

Organization (if you are representing one)

Address: 4236 WILLIS AVENUE

City: SHERMAN OAKS State: CA Zip: 91403

Email Address: hals99@sbcglobal.net Phone: (818) 990-8476

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5076
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Tobi Schneider" <tobianne@sbcglobal.net>
To: <Tom.Glick@lacity.org>
Sent: Sunday, August 19, 2007 10:15 PM
Subject: Westfield Expansion

We have lived in the area north of Fashion Square, on Matilija, between Addison and Hartsook for the past XY years. We have raised our children and grandchildren in this house. Like many of our neighbors, we are concerned that the expansion of Fashion Square, as proposed. will seriously hurt this wonderful neighborhod.

We have read the August 15, 2007, letter sent to you by The Brogin Companies, relative to the Fashion Square EIR. We concur with the issues that they have raised in their letter. Therefore, we respectfully ask that the City require the material that the Brogins have requested in that letter in the project EIR.

Sincerely,

Tobi & David Schneider
5120 Matilija Avenue
Sherman Oaks, CA 91423

.....

Dwight Steinert

From: "Rob Schonfeld" <robschonfeld@gmail.com>
To: <tom.glick@lacity.org>
Cc: <brocos@sbcglobal.net>
Sent: Friday, August 17, 2007 11:31 AM
Attach: BCI-LA City-Response to Fashion Square_8-16-07nbwb. HL.doc
Subject: Fashion Square Follow-up

Tom, I'm writing to follow-up on the email I sent several weeks back expressing my concerns about Westfield's proposal to expand the Fashion Square mall and the resulting impact it would have on our neighborhood. My neighbors the Brogans just sent me a copy of the letter they sent you (attached), which I think offers a detailed description of our local concerns, and provides many suggestions as to how Westfield might still expand the mall in a way that is also sustainable for our current quality of neighborhood life. In sending you this email I am formally seconding this letter.

Thanks again for listening,
-Rob Schonfeld, Fashion Square resident

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

This is just another waste of time - This deal was made long befor you engaged the neighborhood -

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Janet E. Amin

Organization (if you are representing one)

Address: 4434 Yarmouth Ave.

City: Sherman Oaks State: CA Zip: 91423

Email Address: RRS4434@yahoo Phone: 818-783-1755

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
www.nahc.ca.gov
ds_nahc@pacbell.net

August 1, 2007

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Mr. Tom Glick
CITY OF LOS ANGELES PLANNING DEPARTMENT
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401

Re: SCH# 20007071103; CEQA Notice of Preparation (NOP) draft Environmental Impact Report (DEIR) for the Westfield Fashion Square Expansion Project; Los Angeles City Planning Department; Los Angeles County, California

Dear Mr. Glick:

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

√ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:

- If a part or the entire (APE) has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

√ Contact the Native American Heritage Commission (NAHC) for:

* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.

- Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact.

√ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

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

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

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

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

Sincerely,

Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: List of Native American Contacts

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

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(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Pluly Suriano

Organization (if you are representing one)

Address: 14802 Sutton ST

City: Sherman OAKS State: CA Zip: 91403

Email Address: Phone: 818-995 8113

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5076
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191

August 4, 2007

Mr. Tom Glick, City Planner
Los Angeles Department of City Planning
6242 Van Nuys Boulevard, Suite 351
Van Nuys, California 91401

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Re: Proposed Expansion of Fashion Square in Sherman Oaks

Dear Mr. Glick:

I regret I am unable to attend the meeting being held on August 6 regarding the proposed expansion of Sherman Oaks Fashion Square.

I feel very strongly that this would be a great disservice to the residents in this area and would only create more traffic to already very busy thoroughfares. I moved into my home in 1960 and so have seen tremendous growth since that time. Much of the growth was an improvement as it did not infringe on the neighborhood and any new growth was something the residence could have a voice in before building was permitted. The addition of yet more stores in the area is not only unnecessary, but would cause total chaos to this once quiet area. (11)

The area surrounding Fashion Square is made up of mainly single family homes. New buyers have young children who could be endangered by additional traffic on our streets. It would also create hazards for Notre Dame High School as the students arrive and leave each school day.

I only wish someone had proposed zoning which would have limited the size of homes in our area. New owners have come in and are currently building their "McMansions" on each street. This is something that city planners should have not allowed as well. Please, don't add to the problems of this once lovely area by allowing a huge mega-mall to invade our once safe and quiet Sherman Oaks. The current mall is too big already!

Thank you for your consideration in this matter.

Sincerely,

Marita Swenson

Marita Swenson
5016 Ranchito Avenue
Sherman Oaks, CA. 91423
(818) 784-0901

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

My main concern is the traffic on Matilija & La Maida. Close off street on Riverside to prevent using these streets to drive thru.

Way put the parking lot on Riverside and not in the back. We would rather look at the mall than a parking structure.

11

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: _____

Organization (if you are representing one)_____

Address:_____

City:_____ State:_____ Zip:_____

Email Address: TERose 576 @aol.com Phone: _____

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

NO!

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(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Hy TERMAN

Organization (if you are representing one) S. O

Address: 4240 Fulton Ave

City: Studio State: Calif Zip: 91604

Email Address: _____ Phone: _____

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

please Study the traffic Cutting through the Local Streets (MATILIJA)(La Maida) How will Westfield mitigate traffic around the Mall. (11)

What effect will be Caused by a new 6 Story parking Structure ie: Noise and light pollution. (1) (7)

PTO

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: TREVOR THORNTON

Organization (if you are representing one)

Address: 4827 MATILIJA AVE

City: SHERMAN OAKS State: CA Zip: 91423

Email Address: trevorstix@adelphia.net Phone: 818-350-0453

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

I do not like the idea of a liquor license being granted.

Have Westfield got a plan B. if so could they make those plans available.

Is it possible to close of Mattilja completely.

12

Dwight Steinert

From: "Trevor Thornton" <trevorstix@adelphia.net>
To: <tom.glick@lacity.org>
Sent: Sunday, August 19, 2007 9:26 PM
Subject: Westfield Fashion Square!

Hi Tom it was good to meet in person at the EIR scoping meeting on the 6th of August. I would just like to take this opportunity to add a few things to the comments I put in the box then.

The neighborhood would be a less safe environment for our children
Their would be a significant rise in air pollution (2)
We don't like the idea that the mall will be in use late at night due to the liquor license. (6)
Because of the added traffic our neighborhood would become the overflow for shortcut traffic. (Already a problem) (11)
The congestion will cause problems for first responders.
The Aesthetics of the area would be greatly reduced (Due to the addition of a five or six story parking structure) (1)

The parking structure will cause light pollution.
The parking structure will block out the only view we have of the hills.
Our property values will be adversely affected.
We feel that the added traffic would overload an already congested neighborhood. (11)
Would it be possible to close off Matilija Avenue completely?
Would it be possible for subterranean parking?
Can Westfield come up with an Entrance not opposite Matilija, but closer to Macy's?

I look forward to seeing the EIR when it is completed.

Yours Sincerely Trevor Thornton.

4827 Matilija Avenue Sherman Oaks CA 91423 818-380-0453

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

Another "yes" restaurant:

"Gullen's Middle Eastern"

(same as in Topanga and Century City)

NO "Hot Dog on a Stick"

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: _____

Organization (if you are representing one)_____

Address:_____

City:_____ State:_____ Zip:_____

Email Address:_____ Phone: _____

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

8-19-07

To: Tom Glick
City Planner
6262 V.N. Blvd, #351
V.N., CA 91401

I am writing to strongly object and request you please do NOT allow this Westfield expansion project to happen.

I have lived in this community for over 30 yrs and have watched previous expansions (ie, from outdoor to indoor). We do NOT need more stores!! What we do need is better traffic control even without the proposed expansion.*

My husband works LAPD for over 30 yrs and has said many times over the traffic lights need to be better timed to improve traffic flow.

(11)

We do not need more parking, and we do not need liquor licenses issued so more people can do more drinking and driving. This will create more accidents and damage to city property.

(11)

(6)

Sincerely,
K. E. VanderBurgh
KATHLEEN E. VANDERBURGH
4514 VARNA AVE,
SHERMAN OAKS, CA
91423

* P.S. Even w/Westfield's traffic study to improve traffic flow in/around the mall, there has been a great increase in Residential, Condo & Apts increasing amt of people & traf. flow in the community. We have great difficulty coming out of Valleyheart Dr. No. onto Woodman Ave to the FULTON MALL AS IT IS!!! -2-

(11)

Dwight Steinert

From: "Carrie Velasco" <cvelasco1@sbcglobal.net>
To: <Tom.Glick@lacity.org>; <brocos@sbcglobal.net>
Sent: Monday, August 20, 2007 2:42 PM
Subject: Westfield Expansion

Dear Mr. Glick,

I write this letter to express my concern for the proposed mall expansion. My husband and I moved into the Matilija neighborhood in October 2004. We specifically chose this street because of its beauty and its safety. We saw children safely playing in the street while their parents watched. This is what we had hoped for...a neighborhood where we would feel comfortable enough to let our children play together and ride their bicycles, skateboards or scooters in the street without having to worry about dodging cars.

I truly believe that the proposed mall expansion will only increase the number of cars zooming down our street unaware of the children who live/play here. This along with the fact that we do not have sidewalks only worries me more.

In addition, I do not look forward to the increased traffic that I will be experiencing just to get home. I feel that Riverside and Woodman are already congested enough. With this proposed expansion, I anticipate an increase in cars on streets that are already very busy. I don't think that additional stop lights nor additional entries or exits will help this problem. In fact I believe they will only increase the traffic in our residential neighborhood.

(11)

I truly feel that the proposed Westfiled Fashion Square expansion and new traffic lights should not be approved. The L.A. City Planning must protect the Fashion Square neighboord families.

Carrie Velasco
Paolo Velasco
Jalen Velasco
5011 Matilija Ave

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 27, 2007 10:43 AM
Subject: Fwd: Re: News Paper Article

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> Ellen Vukovich <ellen413@yahoo.com> 8/18/2007 1:03 PM >>>
Hello:

I would like to add that Mr. Jones is a representative of Sherman Oaks Homeowners Association on this important land use issue.

I oversee and advise SOHA's Land Use Committees and share Mr. Jones' concern that our community needs to address TOGETHER the two key issues concerning this project: traffic mitigation and the threat to our existing Ventura Boulevard based businesses and restaurants. While the Chamber might be wholeheartedly supporting Westfield, it should not be done without fully understanding that if this project's impacts are not sufficiently mitigated, etc., then the entire community will suffer.

(11)
(6)

Ellen Vukovich

no!fsecommittee <nofse-committee@yahoo.com> wrote:
Mr. Ehrlich,Executive Director
Sherman Oaks Chamber of Commerce

Good Morning. My name is Tom Jones, Chairman of the Neighbor of the Fashion Square Committee - NO! FSE-Committee.

I was reading the Sherman Oaks Sun this morning and came across you statements, and I have some questions for you: 1) Where do you live - are you a "neighbor"? 2) Why haven't you every invited or spoken to our group? 3) Who have you spoken with to be able to make your statement.

As a resident on Matilija for 27 years - I was part of the opposition with the first expansion, and now a conduit for the opposition of the purposed expansion primarily because the neighborhood is not being heard and our view points are of no concern to them.

We continue to see the "butt" of the center, ie: trash collection, delivery, neighbor intrusion for parking and pass through. What Westfield is doing and has done before is a lot of lip service, pretty pictures and diagrams.

When asked Westfield is quick to say that we can have what ever mitigation we want, but their motivation is only how many cars they can get on and off their property and revenues from stores.

I look forward to hearing from you.

Tom Jones

Need a fast friend? Adopt a retired racing Greyhound.

Dwight Steinert

From: <swachsner@aol.com>
To: <TOM.GLICK@lacity.org>
Sent: Sunday, August 19, 2007 3:40 PM
Subject: WESTFIELD EXPANSION

WE MOVED INTO OUR HOUSE 13732 LA MAIDA STR. IN 1959. ON ALL THE INPUT WE HAD FROM WESTFIELD THERE IS VERY LITTLE MENTION OF:a)WHERE THE GARBAGEDISPOSAL AND DELIVERIES FOR ALL THE ESTABLISHMENTS WILL TAKE PLACE?????????????b)THE ADDITION OF 80 + 4 NEW ESTABLISHMENTS WILL INCREASE THE DAILY PARKING BY APPROX. 300 CARS. WHERE DO THEY PARK??????????c.) WILL LA MAIDASTREET FROM WOODMAN TO RIVERSIDE DR. BE A NO PARKING ZONE AREA???????????????? IF YES WHERE DO FAMILY MEMBERS AND FRIENDS OF THE HOME OWNERS PARK ON VISITS??????????????????????THE LATEST QUOTE I READ FROM WESTFIELD WAS:"THE EXPANSION WILL ENHANCE THE QUALITY OF LIFE IN OUR COMMUNITY" THIS STATEMENT IS A COMPLETE INSULT TO THE INTELLIGENCE OF ALL THE HOMEONWNERS IN THE COMMUNITY, WHERE THE EXPANSION WILL COMPLETELY CHOKE OFF 100S OF FAMILIES WITH SUCH NEGATIVE AND IMPOSSIBLE LIVINGCONDITIONS i/e TRAFFICCONDITIONS, POLLUTION ENVIROMANTAL PROBLEMS PLUS A CENTER WHICH HAS PROPOSED EXTENDED SHOPPINGHOURS TIL M! IDNIGHT PLUS RESTAURANTS APPLYING FOR AN ALCOHOL LISC. THAT WILL SURELY ENHANCE THE QUALITY OF LIFE FOR THE NEIGHBORHOOD.BECAUSE THERE IS NOT ENOUGH CRIME IN THE VALLEY ALREADY, BUT THIS WILL SURELY ADD.P.S. THE 3OO CARS MENTIONED ABOVE ARE JUST THE ADDITIONAL EMPLOYEES.HOPING TO HEAR FROM YOU. STEVE & MARY-ANN WACHSNER.

16

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Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

August 14, 2007

THE WESTFIELD SQUARE PROJECT IS A RECIPE FOR DISASTER !!

AS A RESIDENT IN THE AREA FOR OVER 52 YEARS, I'VE SEEN the INCREASE IN TRAFFIC AND CONGESTION. IS IT MORE IMPORTANT FOR the Westfield Corp. TO MAKE MORE MONEY OR TO PRESERVE what LITTLE IS LEFT IN OUR COMMUNITY?

HOW MANY MORE STORES (they project 80) DOES the PUBLIC NEED? The CRUX of the MATTER IS "that MONEY TALKS + WEALTH WALKS"

JUST READING Westfield's PROPOSED Access PLAN IS horrendous! I spoke to ABOUT 7 of their Reps at the showing of the PLANS AND ASKED EACH OF THEM WHERE THEY LIVED AND if they ever SPENT A FEW DAYS between 7am-9$^{30}_{AM}$ AND 3$^{30}_{PM}$-7$^{30}_{PM}$ at the WOODMAN ON + OFF RAMPS of the 101 Freeway. NOT ONE OF THEM INCLUDING THE TRANSPORTATION GURU EVER SPENT ANY TIME TO NOTE the CONGESTION. AND all of them LIVE ELSWHERE IN CALIF.

I CAN JUST IMAGINE WHAT WILL HAPPEN WHEN the 4875 parking SPACES EMPTY ON to RIVERSIDE DRIVE ETC.

(If necessary, please use the reverse side of the paper.) (over)

11

Please fill out your contact information below.

Mr. George Winard
4513 Greenbush Ave.
Sherman Oaks, CA 91423-3111

Name: GEORGE WINARD

Organization (if you are representing one) SOHA (MEMBER)

Address: 4513 GREENBUSH AVE.

City: SHERMAN OAKS State: CA Zip: 91423-3111

Email Address: GWINARD@AOL.COM Phone: 818-788-2574

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5050
Email: Tom.Glick@lacity.org

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For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191

suggestions before the City signs off on this [illegible]

DAILY NEWS

Also, a 6 level parking structure — Is this part of the Sherman Oaks Zoning plan?? It is very evident that Wendy Gavel and Jack Weiss have not done anything to protect the area — they also o/k'd the "Best Buy" Monstrosity!

I'd Suggest the CEO and board Members (if they are not in Australia or New Zealand) to spend a WEEK on Woodman, Riverside and Hazeltine to see what they are creating.

I'm seriously considering using a Helicopter to get out of my area which is also being devastated by humongous Condo Buildings that will add hundreds of more autos going from Fulton to Woodman (& vice versa) via Valley heart North where I live on Greenbush.

The bottom line — Do the Big Shots of Westfield need all that Money or will they have some sense of Decency?

Enclosed are a couple of related articles

Bernard

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

Change is fine if its an improvement to conditions, however, if it is detrimental to the conditions, it is not good. The addition of more stores is definately a detriment. It is only to satisfy the business greed. It is not good for the environment - It is not good for any of the residents as it will only increase traffic (which is already horrendous) create more noise, create more smog - create a great deal of inconvenience to the nearby residents of Oaks. our once beautiful, quiet, clean Sherman Oaks. However, it will fill the pockets of Westfield and do nothing for us —

City Planning approved the monster building on Fulton (between Riverside → 11 7 2 14

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: MARILYN WINARDS

Organization (if you are representing one) SOHA

Address: 4513 Greenbush

City: Sherman Oaks State: Ca Zip: 91423

Email Address: Phone: (818) 788-2574

You may drop your comments in the comment box or send them by August 20, 2007 to:

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Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
FAX: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Moorpark) when occupied will bring about 200 more cars - now there is talk of building another monster on the West side of Fulton. How we can hardly get out of our home on to Fulton certainly not on Woodman - Would you suggest a helicopter to leave our home?

Have you City planners in all your planning forgotten that there are people who have needs too?

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

ON RAMP TRAFFIC going west on the 101 already IS ~~OF~~ bumper to bumper approaching the on ramp from Riverside. Two cans per life has helped somewhat. I can ONLY imagine what its going to be like once the expansion takes place, in whatever form. (11)

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(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: GERALD WINERMAN

Organization (if you are representing one)

Address: 4660 VARNA AV.

City: SHERMAN OAKS State: CA Zip: 91423

Email Address: Phone: 818-7847277

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: "Mark Winters" <okram@earthlink.net>
To: <TOM.GLICK@lacity.org>
Sent: Tuesday, August 14, 2007 12:40 PM
Subject: Fashion Square Expansion

August 14, 2007

Dear Tom:

As homeowners in Sherman Oaks, we (Mark and Brian Winters) received a flyer regarding the planned ³expansion² of Fashion Square, and would like to express our feelings about the project.

We grew up in Sherman Oaks. We both attended Woodman Avenue Elementary School, (which was on the corner at Riverside Drive, and is now the location of Bank of America, etc.), and went to Notre Dame High School. Both our first work experiences were at Fashion Square when it was an award-winning site.

As you can appreciate, we know the area well and have witnessed firsthand the changes brought about by development over the years. Currently, we are very concerned about the proposed ³expansion² of the facility bounded by Woodman, Riverside and Hazeltine. In fact, we are patently against it.

The impact on the community would be destructive. The increased traffic will overburden streets that are already too well traveled, and wreak havoc on roads that have been, for some time, in need of refurbishment. It would also create parking chaos. (11)

The neighborhood, which was once an ideal location to raise a family, would become a car-dodging accident waiting to happen. Everyone would have to be more than careful when it came to venturing across streets. Even worse, visitors would need parking permits in order to find space to see their friends.

Overall, the City of Sherman Oaks would be the loser, becoming a clogged, traffic strewn, unattractive, Century City-like cement monstrosity. Those who own property and live in the area deserve much better. You and the committee can take action and avert this boondoggle by not allowing the project to proceed. The community cannot be well served by construction that will detract from the secure, family oriented setting that has long been its forte. (1)

Please make the right decision and see that permission for any expansion is denied.

Thank you for your consideration, and do not hesitate to contact us if you

would like further input.

Regards,

Mark and Brian Winters
5030 Ranchito Avenue
Sherman Oaks, CA 91423

(818) 789-5918

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

1. Aesthetics - Describe & substantiate the aesthetic improvements proposed for the south side of Riverside Dr. as part of this project. (1)
2. Air Quality - Carefully analyze the air quality impacts resulting from increased traffic from this project along with the cumulative traffic from the many other smaller projects. (2)
3. Geology & Soils - Carefully analyze how vulnerable this project is from liquefaction from an earthquake, in view of Sherman Oaks being disproportionately affected by the 1994 Northridge Earthquake. (3)
4. Noise - Carefully analyze whether the increased traffic resulting from this project will increase ambient noise levels. (7)
5. Transportation/Circulation - Carefully analyze whether the ATSAC improvements claimed by the LADOT to be sufficient to accommodate the increased traffic generated by this project will in fact be sufficient and whether expanded left turn pockets and intersection widenings will be needed as well. Also, analyze whether improved public transportation, i.e. bus service, should be provided as well as a mitigation measure. (11)

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Marc Woersching

Organization (if you are representing one) Riverside Dr. II Property Owners Association

Address: P.O. Box 4771

City: Valley Village State: Cal Zip: 91617

Email Address: mwoersch@netzero.net Phone: (818) 955-4514

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

MARK WOLLMAN
14025 Riverside Drive
Sherman Oaks, CA 91423
(310)488-6400

August 10, 2007

Mr. Tom Glick
City Planner
Los Angeles Department of City Planning
6262 Van Nuys Blvd., Suite 351
Van Nuys, California 91401

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Re: EIR (Westfield Fashion Square Mall Project)

Dear Mr. Glick,

I am writing you in opposition to the proposed significant increase of square footage/retail shopping space at the Sherman Oaks Fashion Square Mall.

Have you ever been woken up during the middle of the night or early morning hours to noise caused by an outdoor disturbance? Perhaps a barking dog, loud motorcycle, etc. Since purchasing my home in January 1988, I've been awakened by hundreds of noise related incidents occurring at the Fashion Square Mall. To this very day, my wife and I are still subjected to noise related disturbances, in violation of city noise ordinances and even Westfield Shopping Centers' own rules and regulations.

Allow me to provide some background. Shortly after purchasing my home, I discovered plans to enclose and double the size of the Fashion Square Mall. This development was being done by City Freeholds, the former owners of the mall. The nightly noise, loss of sleep and inability to enjoy the quiet use of our home nearly cost me my marriage. With no protection offered by the mall owner and no other available remedy, I filed litigation against the mall owners (and won)! The Van Nuys judge who heard the case sited more than 60 clear cut violations of the law, even though we presented hundreds of violations in the form of photographs, video tape and written logs.

7

Just last week I was forced to contact the security department at the mall regarding a noise violation in connection with unloading of materials. While the mall's security guards confronted the workers, the security guards allowed them to continue their work. Additionally, a loading dock located directly across the street from my home had a barrier chain broken for weeks. When I asked security about why the chain barrier had not been repaired, I was informed that a new lock was required and that mall management had not authorized the purchase of a replacement lock. The following day I reported the incident to the mall manger Ms. Keitha Mills, who stated she would look into the noise (unloading incident) and was not aware of any request for a new security lock for the load dock chain barrier.

The mall's management has a frequent excuse when a neighbor complains about noise. The response is, "well, we're not the police and there is only so much we can do." That is the most appalling response I've ever heard a commercial property owner give. They own the property. They are legally and civically responsible. They also are the leaseholder over ever tenant who conducts business at and on their property. Every leaseholder is given a contract that includes rules and regulations to abide by. The problem with these lease agreements is that there are no meaningful penalties for tenants violating the mall's rules. (I know this to be a fact and encourage you to get a copy of the mall's lease agreement). With so many tenants, you can imagine that lease space frequently changes ownership. Each time this occurs, new leasehold improvements begin, meaning construction. The goal of mall management and the lessee is to have stores up and running as soon as practical. What this means for my wife and I, is listening to contractors and sub-contractors working at all hours. Example, if the mall had a fine structure of say $2,500.00 dollars for the first violation, $5,000.00 for the second violation, etc. guess what? There would be no violations of the law and the mall's rules and regulations! Also, having more than a total of 3 security guards for a property this size is a joke. Only two security guards actually patrol the property while the third remains stationary inside. Amazingly, when a noise violation does occur, security never seems to know about it until I or another neighbor calls security to advise them of the situation.

7

If you don't think this problem is serious, I invite you to question the manager of the mall as to what kind of noise problems have occurred. I too would be happy to meet with you to show you photos and logs describing incidents. To further state my case, I invite you to look at the enclosed photographs. These were taken during the week of August 1st. They depict Westfield's Century City Mall. Specifically, the far Westside of the mall that lies directly across the street from a residential neighborhood. As you can see, they have numerous signage along the entire street related to deliveries. Furthermore, they have a gentleman posted (under the Westfield umbrella) to insure that no tenants attempt to deliver, receive deliveries or unload materials prior to 7:00AM. WHY WOULD THE MALL NEED THE SIGNAGE AND GUARD IF NO PROBLEM EXISTED??? Incidentally, the current manager of the Fashion Square Mall (Ms. Mills) used to manage the Century City Mall.

Both my wife and I have shopped at the Fashion Square Mall for years, and Westfield has every right to operate a successful business but not at my physical, emotional and financial expense. Aside from noise issues, I don't believe the neighborhood needs a mall twice the size of the existing mall. From a traffic perspective, try getting in and out of the mall during major holidays such as Mother's Day, Father's Day, and let's not forget the Holiday Season.

The mall has a legal right to conduct business and make construction noise from 7:00AM to 900PM (Mon. – Fri.) or fourteen (14) hours a day. I ask you Mr. Glick, where is the equity in this scenario when my wife and I cannot get a peaceful ten (10) hours! If Westfield is granted the permission to enlarge the mall, who will protect us and the other residents along Riverside Drive? What provisions will be in place to hold Westfield accountable for noise and nuisance violations? What role and responsibility will

Westfield take to protect the neighbors from their contractors, subs and those of their tenants? As of now, Westfield doesn't seem to be too concerned. 7

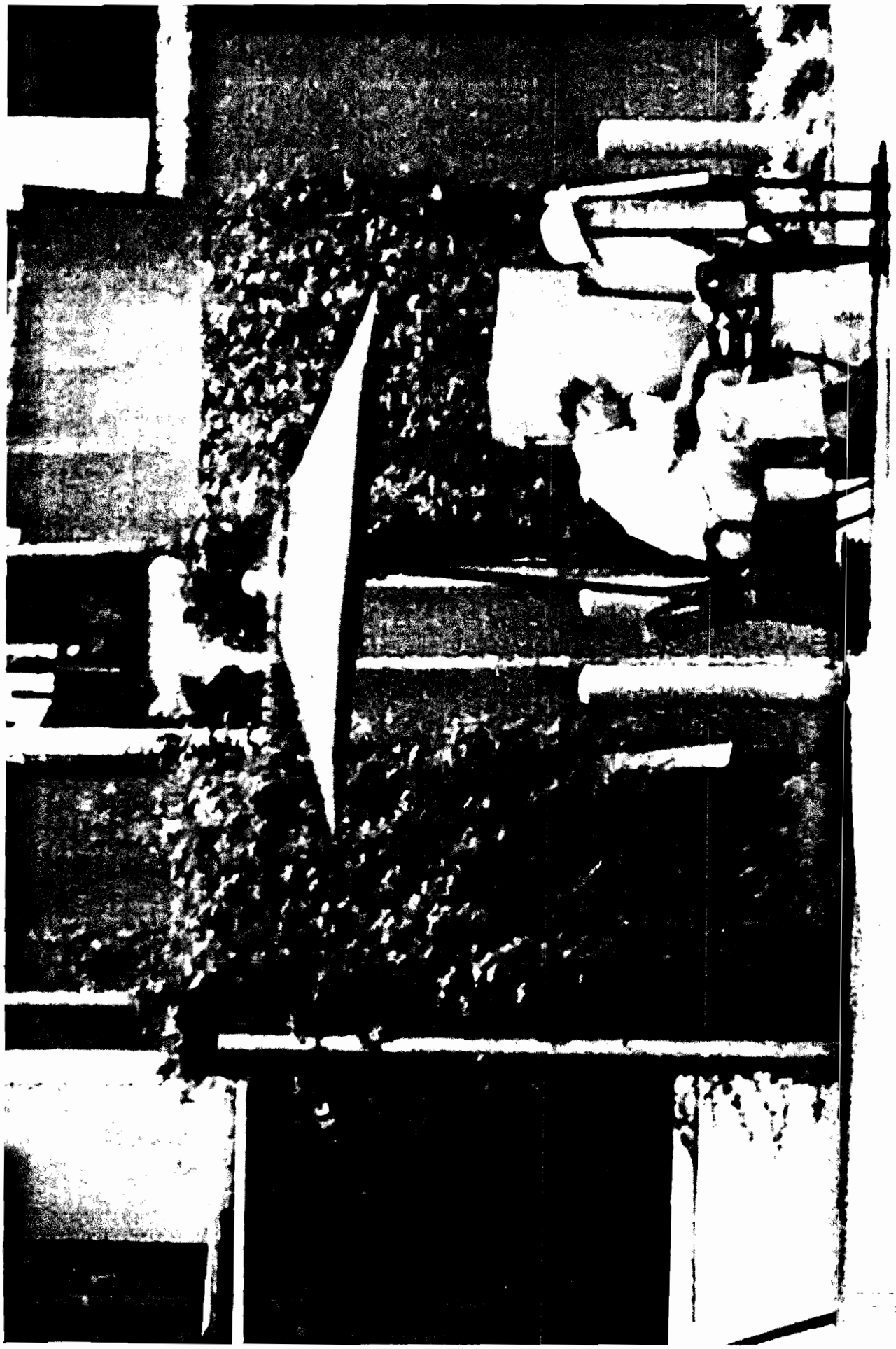
I hope you and your colleagues will make the right decision. Your time and consideration is most appreciated.

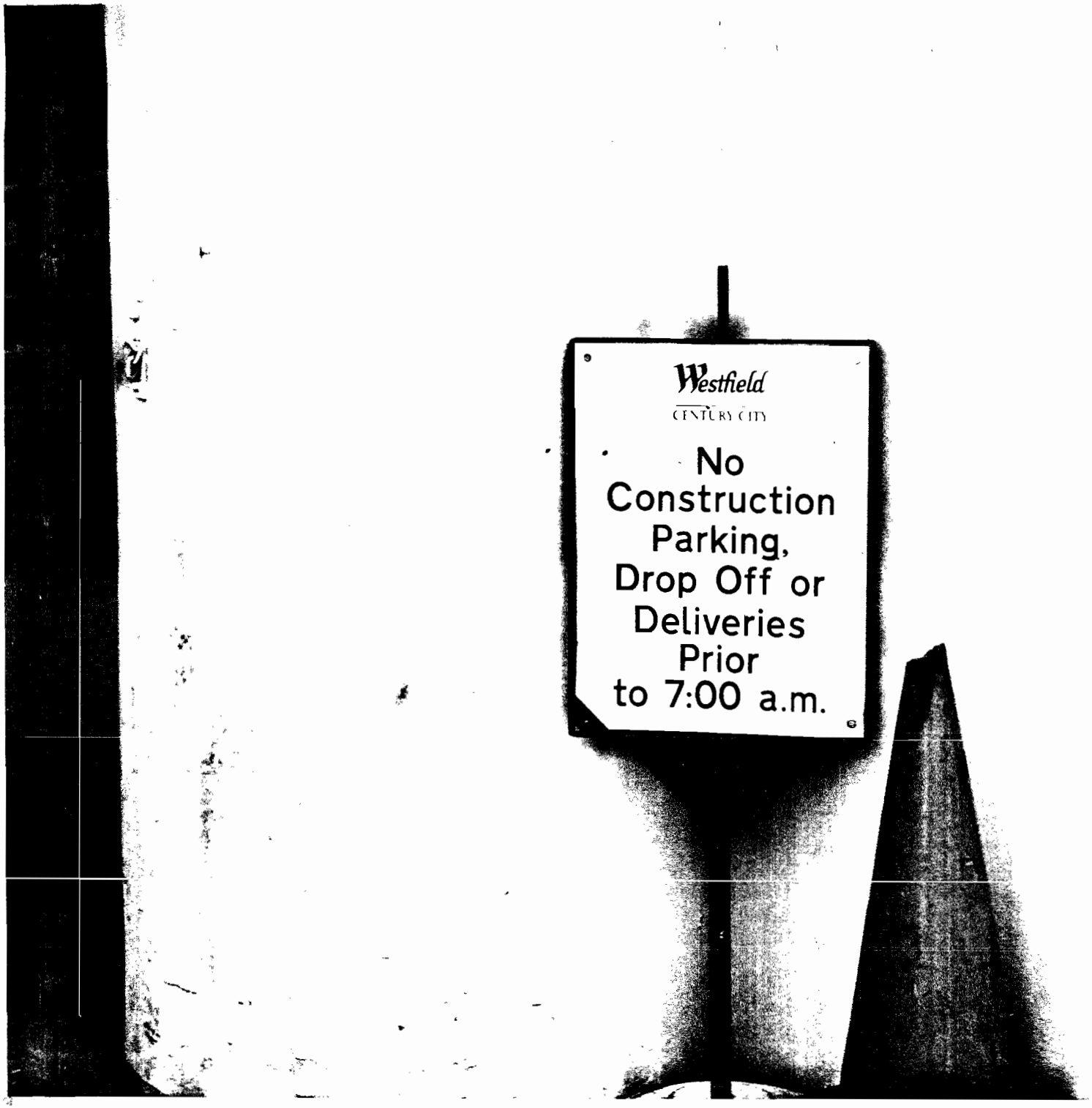
Sincerely,

Mark Wollman


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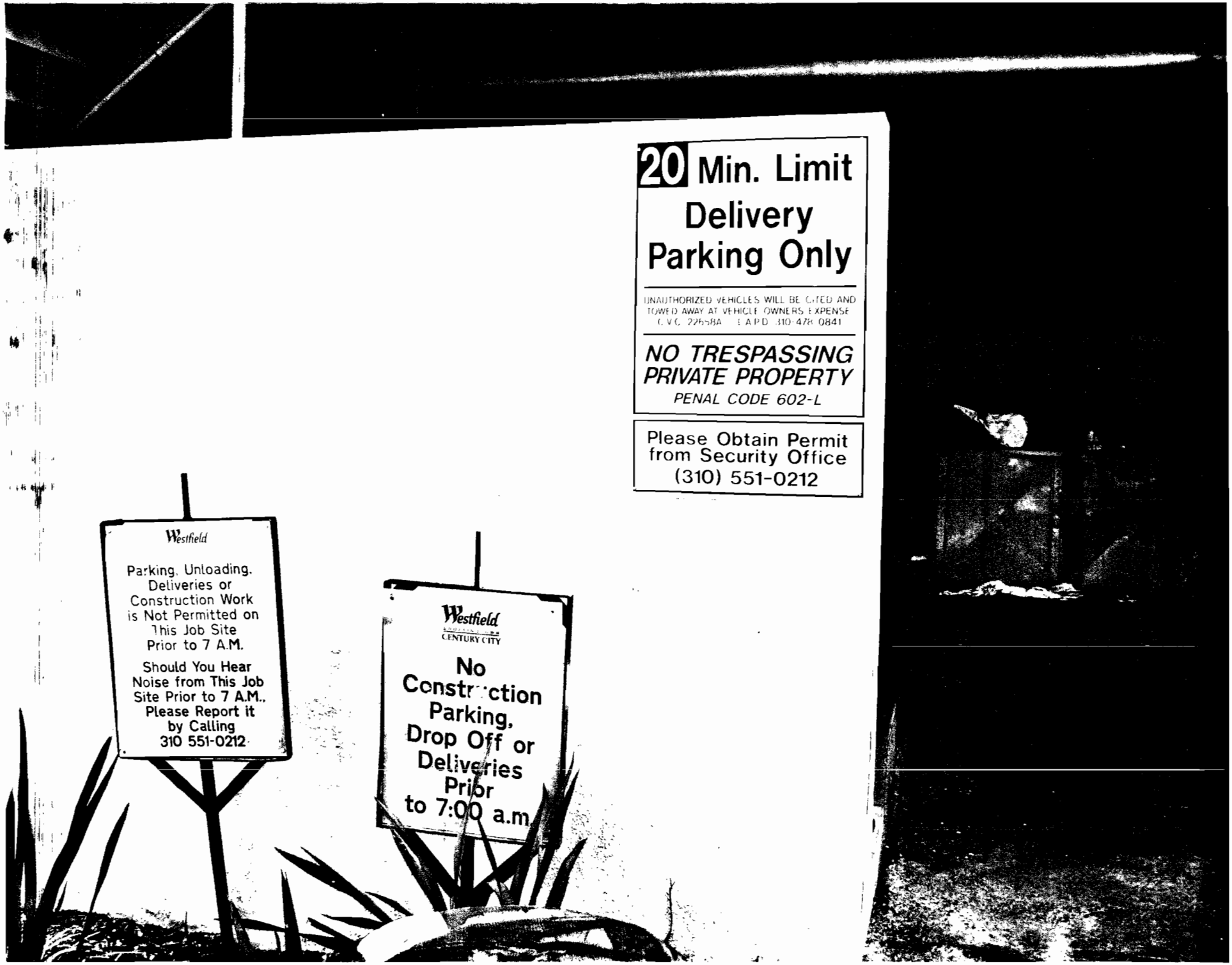


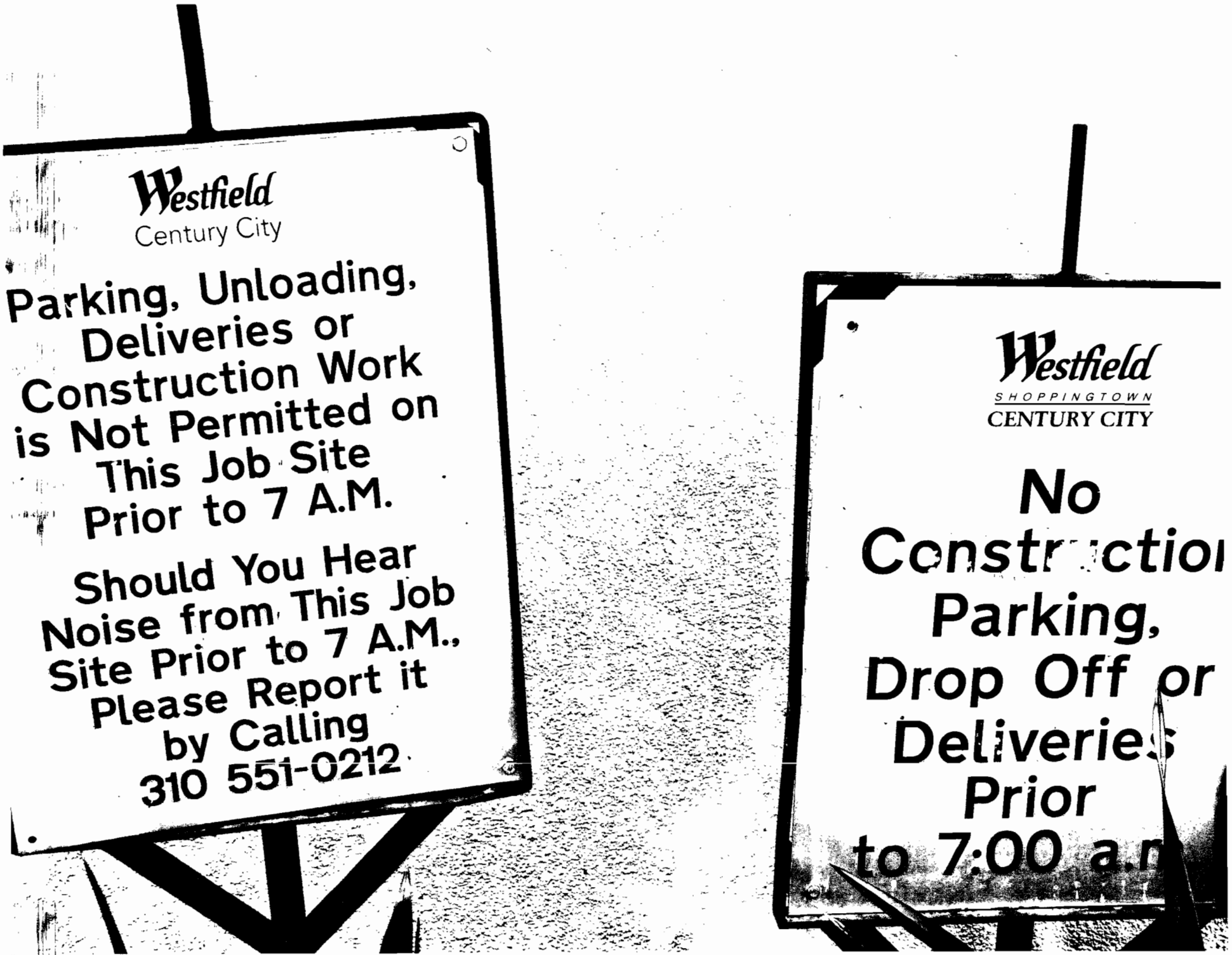


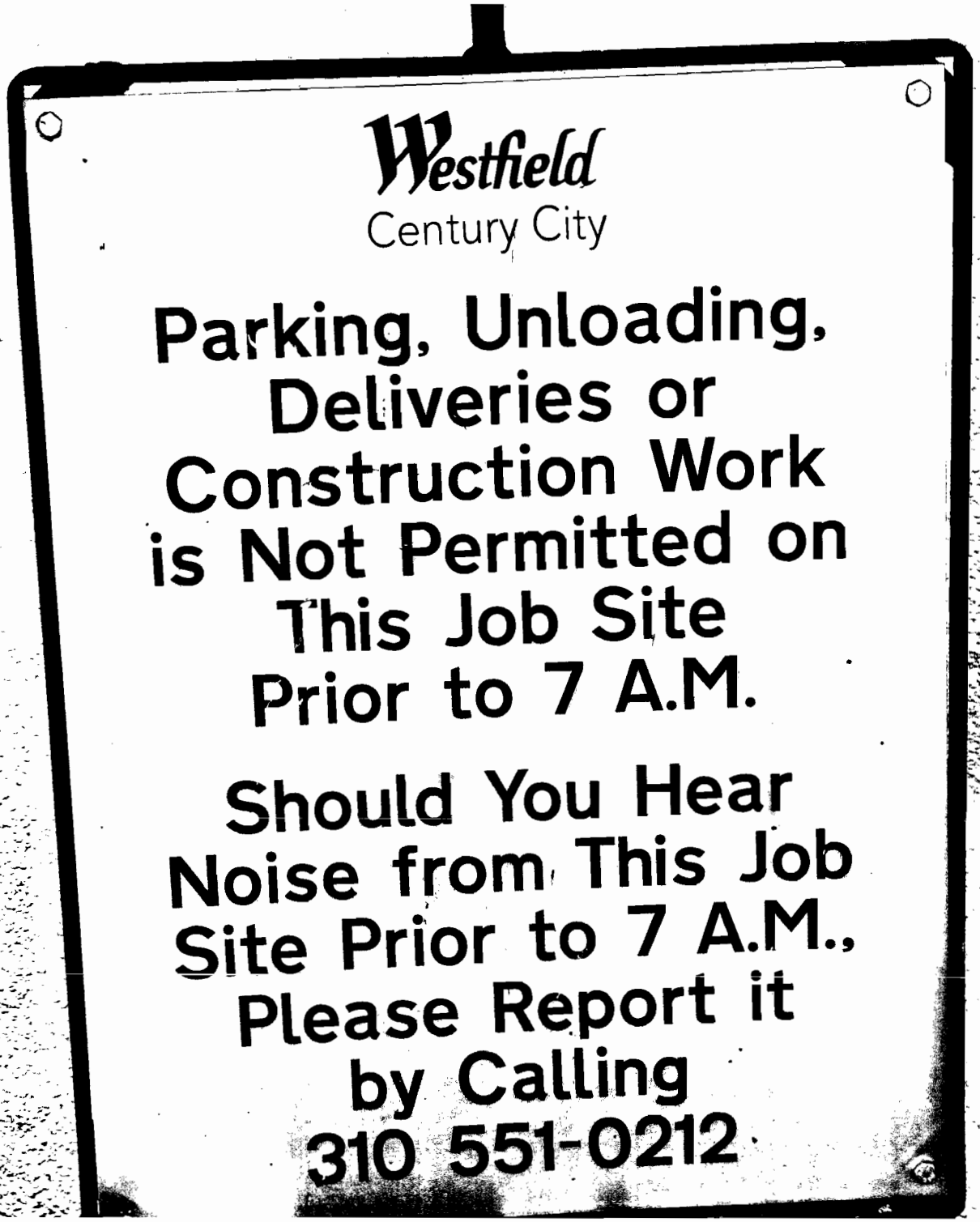


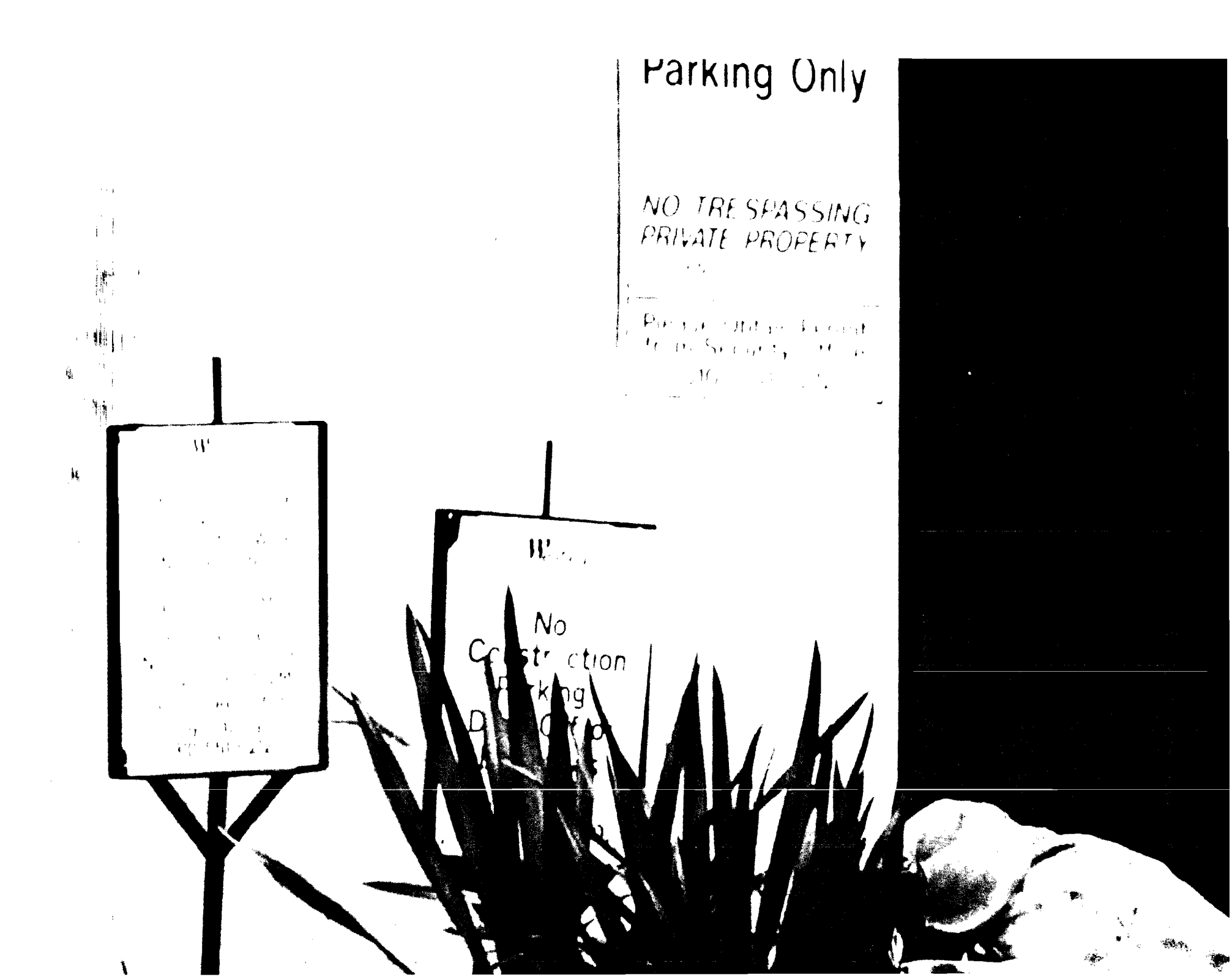
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Should You Hear Noise from This Job Site Prior to 7 A.M., Please Report it by Calling 310 551-0212
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Should You Hear Noise from This Job Site Prior to 7 A.M., Please Report it by Calling 310 551-0212


Parking Only
NO TRESPASSING
PRIVATE PROPERTY
No

Dwight Steinert

From: "Gregory D. Wright" <bg534@lafn.org>
To: <Tom.Glick@lacity.org>
Cc: <Patricia.Davenport@lacity.org>
Sent: Sunday, August 19, 2007 6:14 PM
Subject: Westfield Expansion and Impact on Local Area: Public Transport, Traffic Volume/Speed/Noise/Danger, Heat Island Effect

Tom Glick
City Planner
Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, California 91401

cc: Patricia Davenport
Field Deputy to Councilmember Wendy Greuel
City of Los Angeles

Mr. Glick:

I am a resident of the neighborhood adjacent to the Westfield Fashion Square and am concerned about the proposed expansion of the mall and its impact on this area. At a minimum, there is a need for a "neighborhood protection plan" as Sherman Oaks Neighborhood Council (SONC) member Tom Capps has said. I agree with my neighbor Stephen David who thinks that Westfield "is about as big as the area can handle" and doubts "that it's possible to mitigate the traffic that [the] additional stores will generate."
(Sherman Oaks Sun, Aug. 17-23, 2007.)

11

I object to the Westfield expansion for the same reason, and I object on the further grounds that the conscious creation of overall increased traffic, which this expansion is expected to generate, represents the wrong way for the City of Los Angeles to proceed in regard to this project, and others.

Since the expansion appears to have considerable financial and political momentum and therefore likely will occur, *I request that a couple of additional aspects of the expansion be addressed in the EIR and the project's planning.*

Instead of passively accepting that Westfield needs to add a six-level parking garage, additional traffic lanes and traffic signals, I want to know if Westfield, in the course of its expansion, will be required instead to **support, plan, fund and promote the increased use of public transportation in conjunction with current and increased Westfield patronage**. This could take the form of additional long-distance buses along Riverside Drive and a pair of convenient and attractive bus stops on the mall's Riverside Drive frontage, as well as a Westfield-supported and promoted *public tram or circulator system that facilitates its patrons' use of Ventura Boulevard buses and the Orange Line Busway.* The increased use of public transit (the way I get around) will reduce all of the negative externalities of relentlessly increasing traffic, including local air pollution and carbon emissions, vehicular noise, danger to pedestrians and motorists alike, and parking spillover.

Riverside Drive, on which I live, is characterized by profligate high-speed driving well in excess of the

posted 35 mph speed limit, and this seems to steadily worsen. The increase in traffic from the Westfield expansion will increase the number of speeding cars here -- along with speeding's negative effects of increased noise, pollution, and bodily danger. The Westfield expansion should be contingent upon **measures at least partly funded by Westfield to mitigate vehicular speeds along Riverside Drive**, including **digital speed display signs** (on poles or trailers), **larger speed limit signs**, and **increased monitoring by LAPD** -- accompanied eventually by **a new Citywide network of surface-street speed cameras** (for which the westernmost two miles of Riverside Drive would make an excellent trial location). I request that vehicular speed mitigation measures be considered in the Westfield mall expansion EIR and subsequently undertaken by Westfield and the City. 11

Has the "heat island effect" of the existing -- and the proposed expanded -- Westfield Fashion Square, its parking areas, and associated vehicular traffic been assayed? If not, I request that **the radiative heat from the Westfield mall into the surrounding area be measured soon, during the summer heat, and that these measurements be continued at regular intervals; and that an attempt be made to estimate whatever increased heat island effect will be generated by an expanded Fashion Square**'s enlarged multi-story cement parking structure and parking lots, vehicle mass and movement, and the mall's buildings. I request that a consideration of the heat island effect of the current mall and its proposed expansion be added to the EIR process. 2

I appreciate the fact that the Westfield Fashion Square expansion is being evaluated by an EIR instead of the less-comprehensive Mitigated Negative Declaration. I request that my comments be included in the EIR and my proposed actions, measures and mitigations be undertaken. Thank you.

Respectfully,

Gregory Wright
14161 Riverside Drive, #3
Sherman Oaks, California 91423-2363
(818) 784-0325
greg@newciv.org

19 August 2007

GREGORY WRIGHT / WRIGHT THINKING
greg@newciv.org = bg534@lafn org

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Wednesday, August 15, 2007 10:38 AM
Subject: Fwd: Westfield Fashion Square Scoping Meeting Comments

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> "Grace Yao" <gracesungyao@gmail.com> 8/15/2007 9:52 AM >>>
I would like the EIR to thoroughly analyze the proposal to prohibit egress from the center at Woodman Ave. I disagree with the proposal and am concerned about potential overcrowding and backed up traffic on Matilija/Riverside as a result. 11

Thank you,
Grace Yao

4907 Stern Avenue
Shermans Oaks, CA 91423
(818) 434-6888
gracesung@alum.wellesley.edu

Dwight Steinert

From: "Tom Glick" <Tom.Glick@lacity.org>
To: "Dwight Steinert" <drs@pai-la.com>
Sent: Monday, August 27, 2007 10:39 AM
Subject: Fwd: Westfield Fashion Square Scoping Meeting Comments

Tom Glick
City Planning Department-Valley Office
6262 Van Nuys Boulevard, Room 351
Van Nuys, CA 91401
Phone: 818-374-5062
FAX: 818-374-5070
Work Hours: Monday-Thursday, 8:30am to 6pm; Friday: 10am to 2pm

This e-mail message and any attachments are confidential. If you are not the intended recipient, please e-mail me at tglick@planning.lacity.org and destroy all copies of this message and any attachments.

>>> "Grace Yao" <gracesungyao@gmail.com> 8/17/2007 2:22 PM >>>
Also would like traffic impacts to explore benefit of putting in pedestrian crosswalk signal at Ranchito Avenue and Riverside Drive. Dangerous not to have signal-operated crosswalk with expected vehicular and pedestrian traffic increase on Riverside and mall adjacent streets.

(11)

Grace Yao
4907 Stern Ave.
Sherman Oaks, CA 91423
gracesung@alum.wellesley.edu
818-434-6888

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: August 2, 2007

To: Ms. S. Gail Goldberg, Director
Department of City Planning
Attn: Tom Glick (Office of Planning Commission)

RECEIVED
CITY OF LOS ANGELES
AUG 13 2007
CITY PLANNING
VAN NUYS

From: Edmond Yew, Manager
Land Development Group
Bureau of Engineering

Subject: **Case No. DIR 2007-1153 (SPP): 6660-6710 North Variel Avenue**

The following recommendations identifying the infrastructure deficiencies adjacent to the application site are submitted for your use for the approval of Specific Plan Project Permit Compliance adjoining the area involved:

1. Dedication Required:

   Variel Avenue (Special Collector Street) – None.

   Kittridge Street (Collector Street) – A 2-foot wide strip of land along the property frontage to complete a 32-foot half right-of-way in accordance with Collector Street standards, including a 15-foot radius property line return at the intersection with Variel Avenue.

2. Improvements Required:

   Variel Avenue – None.

   Kittridge Street – Construct additional concrete sidewalk in the dedicated area and repair any broken, off-grade or bad order concrete curb, gutter and sidewalk to the satisfaction of the City Engineer. Close any unused driveways.

   Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services (213) 485-5675.

   Notes: Street lighting and street light relocation may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements for dedication and improvements.

3. Sewers exist in Variel Avenue. All Sewerage Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

4. No major drainage problems are involved.

5. An investigation by the Bureau of Engineering Valley District Office Sewer Counter may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Valley District Office of the Bureau of Engineering (818) 374-5090.

6. Submit shoring and lateral support plans to the Bureau of Engineering Excavation Counter for review and approval prior to excavating adjacent to the right-of-way (818) 374-4605.

7. Submit a parking area and driveway plan to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval (818) 374-4699.

Any questions regarding this report may be directed to Quyen M. Phan of my staff at (213) 977-6955.

cc: Josh Williams
Valley District Office

Westfield Fashion Square
EIR Scoping Meeting Comments

Please use this sheet to let us know what environmental issues you would like the Draft Environmental Impact Report (DEIR) to study and also any questions or concerns that you may have.

I have been a resident (Home Owner) for over 10 years; The problem is this is mainly a residential area. With the existing mall, traffic is already a issue! The residents feel hopeless!! The left turn onto Hazeline from Riverside has already resulted in numerous near accidents for me & my family. My concerns are:-

- △ traffic
- △ parking
- △ property values

11

(If necessary, please use the reverse side of the paper.)

Please fill out your contact information below.

Name: Jeff Zabaro

Organization (if you are representing one)

Address: 5049 MURIETTA AVE

City: SHERMAN OAKS State: CA Zip: 91423

Email Address: ZABAROCPA @ [redacted].COM Phone: (818) 632-3830

You may drop your comments in the comment box or send them by August 20, 2007 to:

Tom Glick, City Planner
Los Angeles Department of City Planning
6262 Van Nuys Boulevard, Suite 351
Van Nuys, CA 91401
Fax: (818) 374-5070
Email: Tom.Glick@lacity.org

For more information, please visit us at www.WestfieldFashionSquare.com or call our Information Line at (818) 232-3191.

Dwight Steinert

From: <rsz1@earthlink.net>
To: <tom.glick@lacity.org>
Sent: Sunday, August 19, 2007 10:10 AM
Subject: OBJECTION to Fashion Square construction

Mr. Glick: I am writing to strongly object to the proposed increased size and concomitant construction at the Fashion Square Mall. I live on Ranchito in the town houses. My unit is close to the corner of Ranchito and Riverside, hence, my normal living activities are greatly influenced by the mall and its activities. I have owned my unit since 1991. I was living here when the mall went from a small, quaint outdoor mall to a covered and larger mall. I lived during that construction with the noise, dust, smells and inconvenience. I was living here during and after the earthquake and actually saw the mall implode. I was living here during much of its reconstruction with the noise, dust, smells and inconvenience. Now, the new mall owners request that my neighbors and I be burdened with further construction. I request that you deny them this opportunity.

We neighbors were told during the construction after the earthquake that the new construction, including the high rise parking, would take the pressure off of us by stopping parking in our neighborhood. What a joke! People still park in front of my unit regularly and walk to the mall. My friends and family have trouble visiting because parking is a nightmare. And the problem is increased significantly from, roughly late October through January when the holiday shopping begins. I have complained about this to my counselwoman, Wendy Gruel, the police, the Sherman Oaks Homeowners Association and anyone else who I can force to listen and nothing has been done. I would bet that any increase in the size of the mall would only lead to more problems including crime in the neighborhood. I can no longer leave mail or packages in my fenced patio because they are stolen. This used to happen only during the holiday seaso! n but it happened to me last week. 11 9

As you know, CEQA requires an investigation not only on a wide variety of impacts but now on the "carbon footprint" issues. Clearly, increasing the mall would increase carbon use not only during the construction but during the use of the mall by the increase of cars coming and going from the site. I doubt that this impact has been studied but now it must. 2

I applaud capitalism. However, it must be looked at in terms of the impact on the quality of life of the neighbors. Ms. Gruel, in her desire to stop "mansionization" has stated that quality of life is an important consideration to her and the City Council. I hope that she agrees that increasing the size of the mall and the ensuing negative impacts on the environment and the quality of life for the mall's neighbors all require that this unnecessary expansion be denied.

If you wish further information or comment from me, please contact me at my work number, 213 367-4530. Because I work for the City in the capacity of a City Attorney I cannot leave my address which is confidential. I can provide it to you if it can be held confidentially.

Thank you, Roberta Scharlin Zinman

rsz1@earthlink.net
EarthLink Revolves Around You.

APPENDIX B

TREE REPORT

TREE REPORT PREPARED
FOR
Mr. Steve Hamilton
Westfield Corporation, Inc.
11601 Wilshire Boulevard, 10 Floor
Los Angeles, Ca 90025
Tel. (310) 445-2433
Fax.(310) 478-0896

ADDRESS OF PROJECT:
Westfield Sherman Oaks Fashion Square
14006 Riverside Drive
Sherman Oaks, Ca

REPORT PREPARED BY:
ROBERT HANSEN
REGISTERED CONSULTING ARBORIST

Robert Hansen

7023 SEMRAD ROAD
WEST HILLS, CA 91307

BOB HANSEN Tree Preservation

Registered Consulting Arborist #352

Certified Arborist #1142
CA #649218

Mr. Steve Hamilton
Westfield Corporation, Inc.
11601 Wilshire Boulevard
10th Floor
Los Angeles, Ca 90025

February 1, 2006

Name and address of project:
Westfield Sherman Oaks Fashion Square:
14006 Riverside Drive, Sherman Oaks, Ca

As you requested I visited the site on January 11, 2006 and performed a Visual Tree Assessment from ground level. The information presented in the "TREE REPORT" is based on that tree assessment and the information you provided to me.
It will be necessary to provide the Street Tree Department with a Case or File number that is from the City Of Los Angeles.

Note: There are 6 Holly Oak (Qurecus ilex) on the site. They are recorded in the section of none Oaks since they are not indigenous trees in Los Angeles or California. A total of 184 trees are on this site including 33 trees in the parkway that probably belong to the City Of Los Angeles. There are 32 trees that will be removed and 7 of that number will be removed due to the poor condition of the trees for a total of 25 removals due to the construction activity. The trees that will be removed are located in an existing lot rear of the Macy's Department Store these trees are not visible from Riverside Drive.

The Westfield Sherman Oaks Fashion Square is to under go renovation.

I recommend that trees not be removed from the site until a valid permit has been obtained from the proper governing agency.

Location of the project:
14006 Riverside Drive is approximately 1 ½ miles East of Van Nuys Blvd.

If I may be further assistance please give me a call. Cell (310) 926-1427

Respectfully submitted:
Robert Hansen, RCA #352
ISA Certified Arborist #1142

American Society of Consulting Arborists
ASCA
Registered Consulting Arborist #352

7023 Semrad Road West Hills CA 91307

(818) 703-8024 Fax (818) 888-7954

SUMMARY OF DATA

TOTAL NUMBER OF OAK TREES ON MAP OVER 8" IN DIAMETER..... 0

TOTAL NUMBER OF OAK TREES TO BE REMOVED..... 0

TOTAL NUMBER OF OAK TREES TO BE RELOCATED ONSITE..... 0

TOTAL NUMBER OF OAK TREES NOT IMPACTED..... 0

TOTAL NUMBER OF OAK TREES IMPACTED..... 0

TOTAL NUMBER OF TREES OTHER THAN OAKS..... 184

TOTAL NUMBER OF DEAD TREES..... 0

TOTAL NUMBER OF NON-OAKS TO BE RELOCATED ONSITE 29

TOTAL NUMBER OF TREES TO BE REMOVED OTHER THAN OAKS..... 32

TOTAL NUMBER OF TREES TO BE IMPACTED..... 0

TOTAL NUMBER OF TREES NOT TO BE IMPACTED OR REMOVED..... 123

NOTE: There are 6 Holly Oaks on the property. The Holly Oaks are recorded with Trees Other Than Oaks because they are not indigenous trees in Los Angeles or California.

Avoid damaging any portion of a tree on the property of others.

Robert Hansen
Registered Consulting Arborist #352
ISA Certified Arborist #1142

OAK TREE REPORT

SECTION 1

Summary of Field Inspection (Oak Trees) - indicates size, physical condition, rating of each tree and recommendations.

Summary of Field Inspection (Other than Oak Trees) - indicates size, physical condition of each tree and recommendations.

Summary of Data (Other than Oak Trees) – Also, indicating trees that are to be removed, dead or relocated onsite. (Table 3)

Schedule of Proposed Removals (Other than Oak Trees) – (Table 4)

SECTION 2

Mitigation for trees to be removed from the site

SECTION 3

Recommendations to Reduce Impact on Oak Trees during Construction Activities

a) Necessary fencing to protect the trees within the tree's protection zone.
b) Grading or trenching within the tree's protection zone
c) Disposing of waste materials onsite
d) What to do if questions arise regarding the trees

SECTION 4

Recommendations for Oak Tree Maintenance

a) Pruning, watering, fertilization, insect reduction and mulching the surface of the soil.

SECTION 5

Picture Section for the Project

SECTION 6

Arborist CV and License

SECTION 7

Tree Location Map – indicating location of trees by the numbers that corresponds to the tree survey

SECTION 1

SUMMARY OF VISUAL FIELD INSPECTION (OAK TREES)

TREE NUMBER						
SPECIES: *(Quercus agrifolia)*	There	are	no	native	oak	trees
SPECIES: *(Quercus lobata)*	on	this	property.			
TRUNK DIAMETER (inches)						
HEIGHT (feet)						
SPREAD (feet) N/S/E/W						
PHYSICAL CONDITION						
1 LEANING						
2 WEAK MAIN CROTCH(ES)						
3 DEAD BRANCHES/TIP DECLINE						
4 CAVITY/WOUND ON TRUNK						
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES						
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROAHMENT (TPZ)						
REMOVE						
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH						
STRUCTURE						
AESTHETICS/FORM						
OVERALL CONDITION						

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS

TREE # There are no native (indigenous) oak trees on this property.

TREE #

TREE #

TREE #

TREE #

TREE #

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	1	2	3	4	5	6
TRUNK DIAMETER (inches)	20	17	17	16	17	17
HEIGHT (feet)	11	13	15	5	11	12
SPREAD (feet) N/S/E/W	6,6	6,6	6,6	6,6	6,6	6,6
PHYSICAL CONDITION						
1 LEANING						
2 WEAK MAIN CROTCH(ES)						
3 DEAD BRANCHES/TIP DECLINE						
4 CAVITY/WOUND ON TRUNK						
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES						
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x	x	x	x	x	x
REMOVE						
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	b	b	b	b	b	b
STRUCTURE	b	b	b	b	b	b
AESTHETICS/FORM	b	b	b	b	b	b
OVERALL CONDITION	**b**	**b**	**b**	**b**	**b**	**b**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oaks Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 1 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 2 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 3 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 4 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 5 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 6 Mexican Fan Palm (*Washingtonia robusta*)

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	7	8	9	10	11	12
TRUNK DIAMETER (inches)	16	16	17	17	11	14.8.9
HEIGHT (feet)	11	11	12	14	15	20
SPREAD (feet) N/S/E/W	6,6	6,6	6,6	6,6	6,6	20,20
PHYSICAL CONDITION						
1 LEANING						
2 WEAK MAIN CROTCH(ES)						
3 DEAD BRANCHES/TIP DECLINE						
4 CAVITY/WOUND ON TRUNK						
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						x
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES						
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x	x	x	x	x	x
REMOVE						
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	b	b	b	b	b	c
STRUCTURE	b	b	b	b	b	c
AESTHETICS/FORM	b	b	b	b	b	c
OVERALL CONDITION	**b**	**b**	**b**	**b**	**b**	**c**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 7 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 8 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 9 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 10 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 11 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 12 Evergreen Pear (*Pyrus kawakamii*)

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	13	14	15	16	17	18
TRUNK DIAMETER (inches)	14,10,8	16	15	14	13,8	14,10
HEIGHT (feet)	20	18	15	20	18	20
SPREAD (feet) N/S/E/W	25,25	20,21	17,17	22,23	25,21	20,30
PHYSICAL CONDITION						
1 LEANING		x	x	x	x	x
2 WEAK MAIN CROTCH(ES)						
3 DEAD BRANCHES/TIP DECLINE						
4 CAVITY/WOUND ON TRUNK		x	x	x		
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE	x	x	x	x	x	
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES						
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x	x	x	x	x	x
REMOVE						
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	c	c	c	c	c	c
STRUCTURE	c	c	c	d	d	c
AESTHETICS/FORM	c	c	c	d	d	c
OVERALL CONDITION	**c**	**b**	**c**	**d**	**d**	**c**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 13 Evergreen Pear (*Pyrus kawakamii*)

TREE # 14 Evergreen Pear (*Pyrus kawakamii*)

TREE # 15 Evergreen Pear (*Pyrus kawakamii*)

TREE # 16 Evergreen Pear (*Pyrus kawakamii*)

TREE # 17 Evergreen Pear (*Pyrus kawakamii*) Cavity in base of tree.

TREE # 18 Evergreen Pear (*Pyrus kawakamii*)

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	19	20	21	22	23	24
TRUNK DIAMETER (inches)	22,19	18	21	21	15	25
HEIGHT (feet)	50	50	55	20	20	28
SPREAD (feet) N/S/E/W	30,30	20,20	30,38	36,28	20,15	30,30
PHYSICAL CONDITION						
1 LEANING			x			x
2 WEAK MAIN CROTCH(ES)	x			x	x	x
3 DEAD BRANCHES/TIP DECLINE	x					
4 CAVITY/WOUND ON TRUNK				x	x	
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE					x	
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES				x	x	
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						x
15 DEAD BUTTRESS ROOTS						x
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING	x					
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE	x					
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x					
REMOVE		x	x	x	x	x
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)				x	x	x
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	b	b	b	c	d	c
STRUCTURE	b	b	b	b	d	c
AESTHETICS/FORM	b	b	b	b	d	c
OVERALL CONDITION	**b**	**b**	**b**	**b**	**d**	**c**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 19 Coast Redwood (*Sequoia sempervirens*)

TREE # 20 Eucalyptus White Iron Bark (*Eucalyptus leucoxylon*)

TREE # 21 Eucalyptus White Iron Bark (*Eucalyptus leucoxylon*)

TREE # 22 Carrotwood (*Cupaniopsis anacardioides*) Cavities in main branch attachment

TREE # 23 Carrotwood (*Cupaniopsis anacardioides*)

TREE # 24 Carrotwood (*Cupaniopsis anacardioides*) Cavity in Trunk also dead area on buttress root.

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	25	26	27	28	29	30
TRUNK DIAMETER (inches)	25	20	15	19	16	24
HEIGHT (feet)	25	32	22	25	20	29
SPREAD (feet) N/S/E/W	26,24	30,30	24,24	25,25	22,22	27,28
PHYSICAL CONDITION						
1 LEANING					x	x
2 WEAK MAIN CROTCH(ES)	x	x		x	x	
3 DEAD BRANCHES/TIP DECLINE	x					
4 CAVITY/WOUND ON TRUNK	x		x		x	x
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE					x	x
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES	x		x	x	x	x
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)						x
REMOVE	x	x		x	x	
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE			x			
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)	x	x			x	
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	c	b	c	c	d	d
STRUCTURE	d	d	c	c	d	d
AESTHETICS/FORM	d	c	c	c	d	d
OVERALL CONDITION	**d**	**c**	**c**	**c**	**d**	**d**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oaks Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 25 Carob (*Ceratonia siliqua*) Large wound on the trunk.

TREE # 26 Shamel Evergreen Ash (*fraxinus uhdei*) Poor Branch attachments, roots displacing curb.

TREE # 27 Holly Oak (*Quercus ilex*)

TREE # 28 Carob (*Ceratonia siliqua*)

TREE # 29 Carob (*Ceratonia siliqua*)

TREE # 30 Aleppo Pine (*Pinus halepensis*) Tree has been excessively thinned.

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	31	32	33	34	35	36
TRUNK DIAMETER (inches)	24	17	30	22	24	21
HEIGHT (feet)	40	32	42	29	38	55
SPREAD (feet) N/S/E/W	36,36	18,18	40,40	30,36	40,30	30,27
PHYSICAL CONDITION						
1 LEANING		x	x	x	x	
2 WEAK MAIN CROTCH(ES)			x		x	
3 DEAD BRANCHES/TIP DECLINE						
4 CAVITY/WOUND ON TRUNK	x	x	x	x	x	
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE	x	x	x			
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES					x	
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x			x		
REMOVE		x	x		x	x
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)					x	x
MODERATE RISK (visible weak area)		x	x			
RATING						
OVERALL HEALTH	d	d	d	c	c	d
STRUCTURE	c	d	c	d	d	c
AESTHETICS/FORM	c	d	c	d	d	c
OVERALL CONDITION	**c**	**d**	**c**	**d**	**d**	**c**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 31 Aleppo Pine (*Pinus halepensis*) Tree has been excessively thinned.

TREE # 32 Aleppo Pine (*Pinus halepensis*) Poor structure may contribute to tree failure.

TREE # 33 Aleppo Pine (*Pinus halepensis*) Poor branch attachment may contribute to failures.

TREE # 34 Aleppo Pine (*Pinus halepensis*)

TREE # 35 Aleppo Pine (*Pinus halepensis*) Remove due to cavities in trunk!

TREE # 36 Aleppo Pine (*Pinus halepensis*) Remove due to wound on trunk!

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	37	38	39	40	41	42
TRUNK DIAMETER (inches)	16	16	22	17	17	18
HEIGHT (feet)	50	55	60	60	60	58
SPREAD (feet) N/S/E/W	30,25	26,28	30,30	30,30	30,25	40,39
PHYSICAL CONDITION						
1 LEANING		x				
2 WEAK MAIN CROTCH(ES)						
3 DEAD BRANCHES/TIP DECLINE						
4 CAVITY/WOUND ON TRUNK			x		x	
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES	x		x			
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING	x					
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x	x	x	x	x	x
REMOVE						
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)	x					
RATING						
OVERALL HEALTH	c	c	b	b	b	b
STRUCTURE	c	c	c	b	b	b
AESTHETICS/FORM	c	c	c	b	b	b
OVERALL CONDITION	**c**	**c**	**c**	**b**	**b**	**b**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 37 Lemon Gum (*Eucalyptus citriodora*) Poor branch attachments near old cuts!

TREE # 38 Lemon Gum (*Eucalyptus citriodora*)

TREE # 39 Canary Island Pine (*Pinus canariensis*)

TREE # 40 Lemon Gum (*Eucalyptus citriodora*)

TREE # 41 Lemon Gum (*Eucalyptus citriodora*) Wound on trunks from gardening tools!

TREE # 42 Lemon Gum (*Eucalyptus citriodora*)

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	43	44	45	46	47	48
TRUNK DIAMETER (inches)	18	12	19	12	5,3,3,2,2	5,4,4,4,4
HEIGHT (feet)	50	35	58	45	15	18
SPREAD (feet) N/S/E/W	30,37	16,16	30,30	25,20	20,20	15,15
PHYSICAL CONDITION						
1 LEANING	x	x	x	x		
2 WEAK MAIN CROTCH(ES)						
3 DEAD BRANCHES/TIP DECLINE						
4 CAVITY/WOUND ON TRUNK		x	x		x	x
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES						
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x			x	x	x
REMOVE		x	x			
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)	x	x	x	x		
RATING						
OVERALL HEALTH	b	c	c	b	c	d
STRUCTURE	c	d	c	c	c	d
AESTHETICS/FORM	c	d	c	c	c	d
OVERALL CONDITION	**c**	**d**	**c**	**c**	**c**	**d**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 43 Lemon Gum (*Eucalyptus citriodora*) Moderate risk due to lean!

TREE # 44 Lemon Gum (*Eucalyptus citriodora*) Poor tree consider removing!

TREE # 45 Lemon Gum (Eucalyptus citriodora) Wound on trunk probably from edging equipment.

TREE # 46 Lemon Gum (*Eucalyptus citriodora*) Wound probably from edging equipment.

TREE # 47 Victorian Box (*Pittosporum undulatum*)

TREE # 48 Victorian Box (*Pittosporum undulatum*)

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	49	50	51	52	53	54
TRUNK DIAMETER (inches)	Multi	12	12	17	17	25
HEIGHT (feet)	18	32	38	50	50	62
SPREAD (feet) N/S/E/W	13-13	15,18	29,21	20,21	24,20	42,40
PHYSICAL CONDITION						
1 LEANING		x	x	x	x	x
2 WEAK MAIN CROTCH(ES)	x	x				x
3 DEAD BRANCHES/TIP DECLINE	x	x	x			
4 CAVITY/WOUND ON TRUNK		x	x	x		x
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES	x					
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER		x				
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING			x			
PRUNE BY CROWN THINNING						x
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x	x	x	x	x	x
REMOVE						
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						x
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	b	d	d	c	c	c
STRUCTURE	d	d	c	c	c	c
AESTHETICS/FORM	d	d	c	c	c	c
OVERALL CONDITION	**d**	**d**	**c**	**c**	**c**	**c**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 49 Victorian Box (*Pittosporum undulatum*) 9 trunks 2"- 4" diameter

TREE # 50 Manna Gum (*Eucalyptus viminalis*)

TREE # 51 Manna Gum (*Eucalyptus viminalis*)

TREE # 52 Manna Gum (Eucalyptus *viminalis*)

TREE # 53 Manna Gum (*Eucalyptus viminalis*)

TREE # 54 Manna Gum (*Eucalyptus viminalis*) Weak at branch attachment due to wound on trunk!

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	55	56	57	58	59	60
TRUNK DIAMETER (inches)	19	17	20	16	30	23
HEIGHT (feet)	55	48	50	40	50	60
SPREAD (feet) N/S/E/W	36,36	35,36	30,30	33,33	50,50	24,24
PHYSICAL CONDITION						
1 LEANING				x	x	
2 WEAK MAIN CROTCH(ES)					x	
3 DEAD BRANCHES/TIP DECLINE						
4 CAVITY/WOUND ON TRUNK					x	x
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						x
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES			x			
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING		x				
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x	x	x			x
REMOVE				x	x	
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)				x	x	
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)		x				
RATING						
OVERALL HEALTH	b	b	b	c	c	d
STRUCTURE	b	b	b	d	d	c
AESTHETICS/FORM	b	b	b	d	d	c
OVERALL CONDITION	**b**	**b**	**b**	**d**	**d**	**c**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oaks Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 55 Lemon Gum (*Eucalyptus citriodora*)

TREE # 56 Lemon Gum (*Eucalyptus citriodora*)

TREE # 57 Lemon Gum (*Eucalyptus citriodora*)

TREE # 58 Aleppo Pine (*Pinus halepensis*) Recommend removal, poor structure prone to failure.

TREE # 59 Aleppo Pine (*Pinus halepensis*) Remove immediately due to decay in trunk, prone to failure.

TREE # 60 Canary Island Pine (*Pinus canariensis*) Excessively thinned, places tree under stress.

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	61	62	63	64	65	66
TRUNK DIAMETER (inches)	17	14	16	8,5,9,	12	18
HEIGHT (feet)	30	19	28	20	18	38
SPREAD (feet) N/S/E/W	27,27	19,19	25,30	25,24	8,8	9,9
PHYSICAL CONDITION						
1 LEANING		x				
2 WEAK MAIN CROTCH(ES)			x			
3 DEAD BRANCHES/TIP DECLINE						
4 CAVITY/WOUND ON TRUNK						
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE	x	x	x			
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES	x	x	x	x		
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)						
REMOVE		x				
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE	x		x	x	x	x
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	b	c	b	c	b	b
STRUCTURE	b	c	c	c	b	b
AESTHETICS/FORM	b	c	c	c	b	b
OVERALL CONDITION	**b**	**c**	**c**	**c**	**b**	**b**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 61 Jacaranda (*Jacaranda mimosifolia*)

TREE # 62 Carob (*Ceratonia siliqua*)

TREE # 63 Jacaranda (*Jacaranda mimosifolia*)

TREE # 64 Holly Oak (*Quercus ilex*)

TREE # 65 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 66 Mexican Fan Palm (*Washingtonia robusta*)

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	67	68	69	70	71	72
TRUNK DIAMETER (inches)	21	12,8,7,8,6	20	18	18	18
HEIGHT (feet)	19	14	60	40	65	65
SPREAD (feet) N/S/E/W	22,21	19,24	8,8	8,8	8,8	8,8
PHYSICAL CONDITION						
1 LEANING						
2 WEAK MAIN CROTCH(ES)						
3 DEAD BRANCHES/TIP DECLINE			x	x	x	x
4 CAVITY/WOUND ON TRUNK	x					
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES	x					
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)						
REMOVE						x
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE	x	x	x	x	x	
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	b	b	b	b	b	c
STRUCTURE	b	b	b	b	b	c
AESTHETICS/FORM	b	b	b	b	b	c
OVERALL CONDITION	**b**	**b**	**b**	**b**	**b**	**c**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 67 Holly Oak (*Quercus ilex*)

TREE # 68 Strawberry Tree (*Arbutus unedo*)

TREE # 69 Mexican Fan Palm (Washingtonia robusta)

TREE # 70 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 71 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 72 Mexican Fan Palm (*Washingtonia robusta*) Inferior tree, Wound on trunk.

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	73	74	75	76	77	78
TRUNK DIAMETER (inches)	18	14,13,13	14	7,7	12,10,6	17
HEIGHT (feet)	38	25	18	12	14	32
SPREAD (feet) N/S/E/W	8,8	25,25	7,7	14,14	15,15	9,9
PHYSICAL CONDITION						
1 LEANING						
2 WEAK MAIN CROTCH(ES)		x			x	
3 DEAD BRANCHES/TIP DECLINE	x		x			x
4 CAVITY/WOUND ON TRUNK		x			x	
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE					x	
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES						
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE		x				
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)						
REMOVE		x		x	x	
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE	x		x			x
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	b	b	b	b	d	b
STRUCTURE	b	b	b	b	c	b
AESTHETICS/FORM	b	b	b	b	c	b
OVERALL CONDITION	**b**	**b**	**b**	**b**	**c**	**b**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 73 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 74 Brazilian Pepper (*Schinus terebinthifolus*)

TREE # 75 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 76 Senegal Date Palm (*Phoenix reclinata*)

TREE # 77 Hollywood Juniper (*Juniper chinensis*) May experience trunk failure.

TREE # 78 Mexican Fan Palm (*Washingtonia robusta*)

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	79	80	81	82	83	84
TRUNK DIAMETER (inches)	16	19	15	16	18	7,6
HEIGHT (feet)	30	28	25	30	13	14
SPREAD (feet) N/S/E/W	9,9	21,21	8,8	8,8	15,15	14,12
PHYSICAL CONDITION						
1 LEANING						
2 WEAK MAIN CROTCH(ES)		x				x
3 DEAD BRANCHES/TIP DECLINE	x		x	x	x	x
4 CAVITY/WOUND ON TRUNK		x				x
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						x
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES						x
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)						
REMOVE					x	x
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE	x	x	x	x		
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						x
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	b	c	b	b	c	d
STRUCTURE	b	c	b	b	d	d
AESTHETICS/FORM	b	c	b	b	d	d
OVERALL CONDITION	**b**	**c**	**b**	**b**	**d**	**d**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oaks Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 79 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 80 Holly Oak (*Quercus ilex*)

TREE # 81 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 82 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 83 Brazilian Pepper (*Schinus therebinthifolua*)

TREE # 84 Brazilian Pepper (Schinus terebinthifolua) Remove prone to failure!

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	85	86	87	88	89	90
TRUNK DIAMETER (inches)	18	17	23	20	12	17
HEIGHT (feet)	19	19	28	33	22	38
SPREAD (feet) N/S/E/W	15,21	21,21	20,27	21,36	18,18	8,8
PHYSICAL CONDITION						
1 LEANING			x			
2 WEAK MAIN CROTCH(ES)	x	x				
3 DEAD BRANCHES/TIP DECLINE					x	x
4 CAVITY/WOUND ON TRUNK	x		x	x		
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE	x	x			x	
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES	x	x	x	x		
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS				x		
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)						
REMOVE	x	x	x	x	x	
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						x
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)	x		x			
SEVERE RISK (visible weak area)				x		
MODERATE RISK (visible weak area)					x	
RATING						
OVERALL HEALTH	c	c	c	c	d	b
STRUCTURE	d	c	c	d	d	b
AESTHETICS/FORM	d	c	c	d	d	b
OVERALL CONDITION	**d**	**c**	**c**	**d**	**d**	**b**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 85 Brazilian Pepper (*Schinus terebinthifolus*) Remove prone to failure!

TREE # 86 Brazilian Pepper (Schinus terebinthifolus)

TREE # 87 Brazilian Pepper (*Schinus terebinthifolus*) Large trunk prone to failure!

TREE # 88 Brazilian Pepper (*Schinus terebinthifolus*)

TREE # 89 Magnolia Tree (*Magnolia grandiflora*)

TREE # 90 Mexican Fan Palm (Washingtonia robusta)

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	91	92	93	94	95	96
TRUNK DIAMETER (inches)	16	16	16	17	16	14
HEIGHT (feet)	32	32	30	28	34	20
SPREAD (feet) N/S/E/W	8,8	8,8	8,8	8,8	8,8	8,8
PHYSICAL CONDITION						
1 LEANING						
2 WEAK MAIN CROTCH(ES)						
3 DEAD BRANCHES/TIP DECLINE	x	x	x	x	x	x
4 CAVITY/WOUND ON TRUNK			x			
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES						
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)						
REMOVE			x			
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE	x	x		x	x	x
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	b	b	b	b	b	b
STRUCTURE	b	b	c	b	b	b
AESTHETICS/FORM	b	b	c	b	b	b
OVERALL CONDITION	**b**	**b**	**c**	**b**	**b**	**b**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 91 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 92 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 93 Mexican Fan Palm (*Washingtonia robusta*) Poorly developed root ball!

TREE # 94 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 95 Mexican Fan Palm (Washingtonia robusta)

TREE # 96 Mexican Fan Palm (Washingtonia robusta)

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	97	98	99	100	101	102
TRUNK DIAMETER (inches)	22	18	16	13	14,16,18,12	17
HEIGHT (feet)	24	27	23	19	34	32
SPREAD (feet) N/S/E/W	14,14	14,14	14,14	20,20	32,40	10,10
PHYSICAL CONDITION						
1 LEANING					x	
2 WEAK MAIN CROTCH(ES)					x	
3 DEAD BRANCHES/TIP DECLINE	x	x	x			x
4 CAVITY/WOUND ON TRUNK						
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES						
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE					X	
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)					x	x
REMOVE						
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE	x	x	x	x		
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	b	b	b	a	b	b
STRUCTURE	b	b	b	a	c	b
AESTHETICS/FORM	b	b	b	a	c	b
OVERALL CONDITION	**b**	**b**	**b**	**a**	**c**	**b**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAiR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 97 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 98 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 99 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 100 Holly Oak (*Quercus ilex*)

TREE # 101 Prickly Paperbark (*Melaleuca stypheloides*)

TREE # 102 Mexican Fan Palm (Washingtonia robusta)

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	103	104	105	106	107	108
TRUNK DIAMETER (inches)	17	18	12	17	18	17
HEIGHT (feet)	28	42	30	28	38	18
SPREAD (feet) N/S/E/W	14,14	14,14	13,13	13,13	13,13	12,12
PHYSICAL CONDITION						
1 LEANING						
2 WEAK MAIN CROTCH(ES)						
3 DEAD BRANCHES/TIP DECLINE	x	x	x	x	x	x
4 CAVITY/WOUND ON TRUNK						
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES						
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x	x	x	x	x	x
REMOVE						
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	b	b	b	b	b	b
STRUCTURE	b	b	b	b	b	b
AESTHETICS/FORM	b	b	b	b	b	b
OVERALL CONDITION	**b**	**b**	**b**	**b**	**b**	**b**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 103 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 104 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 105 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 106 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 107 Mexican Fan Palm (Washingtonia robusta)

TREE # 108 Mexican Fan Palm (Washingtonia robusta)

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	109	110	111	112	113	114
TRUNK DIAMETER (inches)	20	19	18	17	20	117
HEIGHT (feet)	24	29	29	36	28	19
SPREAD (feet) N/S/E/W	12,12	12,12	12,12	14,14	14,14	11,11
PHYSICAL CONDITION						
1 LEANING						
2 WEAK MAIN CROTCH(ES)						
3 DEAD BRANCHES/TIP DECLINE	x	x	x	x	x	x
4 CAVITY/WOUND ON TRUNK						
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES						
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x	x	x	x	x	x
REMOVE						
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	b	b	b	b	b	b
STRUCTURE	b	b	b	b	b	b
AESTHETICS/FORM	b	b	b	b	b	b
OVERALL CONDITION	**b**	**b**	**b**	**b**	**b**	**b**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 109 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 110 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 111 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 112 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 113 Mexican Fan Palm (Washingtonia robusta)

TREE # 114 Mexican Fan Palm (Washingtonia robusta)

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	115	116	117	118	119	120
TRUNK DIAMETER (inches)	19	13	12	12	15	22
HEIGHT (feet)	18	19	20	22	22	28
SPREAD (feet) N/S/E/W	11,11	18,18	15,15	15,15	24,24	32,32
PHYSICAL CONDITION						
1 LEANING						x
2 WEAK MAIN CROTCH(ES)		x	x	x	x	x
3 DEAD BRANCHES/TIP DECLINE	x					
4 CAVITY/WOUND ON TRUNK					x	x
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						x
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES						
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x	x	x	x	x	x
REMOVE						
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	b	b	b	b	b	c
STRUCTURE	b	c	c	c	c	d
AESTHETICS/FORM	b	c	c	c	c	d
OVERALL CONDITION	**b**	**c**	**c**	**c**	**c**	**d**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 115 Mexican Fan Palm (*Washingtonia robusta*)

TREE # 116 Bottlebrush (*Callistemon viminalis*)

TREE # 117 Bottlebrush (*Callistemon viminalis*)

TREE # 118 Bottlebrush (*Callistemon viminalis*)

TREE # 119 Bottlebrush (*Callistemon viminalis*) City Tree

TREE # 120 Aleppo Pine (Pinus halepensis)

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	121	122	123	124	125	126
TRUNK DIAMETER (inches)	13,7,3,2	13	12	12	4	4
HEIGHT (feet)	15	21	22	24	13	12
SPREAD (feet) N/S/E/W	15,15	15,15	15,15	15,15	9,9	8,8
PHYSICAL CONDITION						
1 LEANING	x					
2 WEAK MAIN CROTCH(ES)	x	x	x	x	x	x
3 DEAD BRANCHES/TIP DECLINE	x					
4 CAVITY/WOUND ON TRUNK	x					
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE	x					
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES						
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE		x	x	x		
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH		x	x	x	x	x
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)		x	x	x	x	x
REMOVE	x					
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)	x					
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	d	c	c	c	c	c
STRUCTURE	d	c	c	c	c	c
AESTHETICS/FORM	d	c	c	c	c	c
OVERALL CONDITION	**d**	**c**	**c**	**c**	**c**	**c**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 121 Western Redbud (*Cercis occidentalis*) I recommend removal! Not due to construction.

TREE # 122 Bottlebrush (*Callistemon viminalis*)

TREE # 123 Bottlebrush (*Callistemon viminalis*) Cavity in the base!

TREE # 124 Bottlebrush (*Callistemon viminalis*)

TREE # 125 Bottlebrush (*Callistemon viminalis*) City Tree

TREE # 126 Bottlebrush (Callistemon viminalis) City Tree

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	127	128	129	130	131	132
TRUNK DIAMETER (inches)	3	5	8,3,5,5	14	12	24
HEIGHT (feet)	12	13	14	30	24	60
SPREAD (feet) N/S/E/W	6,6	13,13	18,17	15,15	15,15	27,25
PHYSICAL CONDITION						
1 LEANING		x	x			
2 WEAK MAIN CROTCH(ES)				x	x	
3 DEAD BRANCHES/TIP DECLINE						
4 CAVITY/WOUND ON TRUNK			x	x		
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						x
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES						
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE			x			
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER	x	x				
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP			x			
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x	x	x	x	x	x
REMOVE						
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)					x	
RATING						
OVERALL HEALTH	c	c	b	b	b	c
STRUCTURE	c	d	b	c	c	c
AESTHETICS/FORM	c	d	b	c	c	c
OVERALL CONDITION	**c**	**d**	**b**	**c**	**c**	**c**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oaks Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 127 Bottlebrush (Callistemon viminalis) City Tree

TREE # 128 Bottlebrush (*Callistemon viminalis*) City Tree needs support!

TREE # 129 Strawberry Tree (*Arbutus unedo*)

TREE # 130 Bottlebrush (*Callistemon viminalis*) History of branch failure!

TREE # 131 Bottlebrush (*Callistemon viminalis*)

TREE # 132 Canary Island Pine (*Pinus canariensis*)

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	133	134	135	136	137	138
TRUNK DIAMETER (inches)	18	20	21	20	15	25,16
HEIGHT (feet)	70	55	28	22	22	20
SPREAD (feet) N/S/E/W	19,22	19,18	30,30	24,29	22,27	28,29
PHYSICAL CONDITION						
1 LEANING						
2 WEAK MAIN CROTCH(ES)		x	x	x		x
3 DEAD BRANCHES/TIP DECLINE						
4 CAVITY/WOUND ON TRUNK			x	x		x
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE	x	x	x	x	x	x
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES	x	x	x	x	x	x
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x	x	x	x	x	x
REMOVE						
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)					x	
RATING						
OVERALL HEALTH	c	c	c	c	c	c
STRUCTURE	c	c	c	c	c	c
AESTHETICS/FORM	c	c	c	c	c	c
OVERALL CONDITION	**c**	**c**	**c**	**c**	**c**	**c**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 133 Canary Island Pine (Pinus canariensis)

TREE # 134 Canary Island Pine (Pinus canariensis)

TREE # 135 Brazilian Pepper (*Schinus terebinthifolus*)

TREE # 136 Brazilian Pepper (*Schinus terebinthifolus*)

TREE # 137 Brazilian Pepper (*Schinus terebinthifolus*)

TREE # 138 Brazilian Pepper (*Schinus terebinthifolus*)

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	139	140	141	142	143	144
TRUNK DIAMETER (inches)	12,12	17	13,11,17	15,13,12	9,4	18
HEIGHT (feet)	29	28	29	30	11	19
SPREAD (feet) N/S/E/W	14,14	12,12	18,18	30,35	14,14	20,25
PHYSICAL CONDITION						
1 LEANING						
2 WEAK MAIN CROTCH(ES)	x	x	x			x
3 DEAD BRANCHES/TIP DECLINE						
4 CAVITY/WOUND ON TRUNK	x		x	x		x
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES						x
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER	x					
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH	x					
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x	x	x	x	x	x
REMOVE						
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	c	c	c	c	b	d
STRUCTURE	d	d	d	c	b	d
AESTHETICS/FORM	d	d	d	c	b	d
OVERALL CONDITION	**d**	**d**	**d**	**c**	**b**	**d**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 139 Cajeput Papperbark Tree (*Melaleuca quinquenervia*)

TREE # 140 Cajeput Papperbark Tree (Melaleuca quinquenervia)

TREE # 141 Cajeput Papperbark Tree (*Melaleuca quinquenervia*)

TREE # 142 Jacaranda (*Jacaranda mimosifolia*)

TREE # 143 King Palm (*Archontophoenix cunningham*)

TREE # 144 Jacaranda (*Jacaranda mimosifolia*)

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	145	146	147	148	149	150
TRUNK DIAMETER (inches)	22	15	12	17	12	4,4,3,4
HEIGHT (feet)	30	24	24	32	21	14
SPREAD (feet) N/S/E/W	23,30	25,27	17,18	25,27	10,14	15,17
PHYSICAL CONDITION						
1 LEANING				x		x
2 WEAK MAIN CROTCH(ES)	x			x	x	
3 DEAD BRANCHES/TIP DECLINE						
4 CAVITY/WOUND ON TRUNK						x
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES	x					
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x	x	x	x	x	x
REMOVE						
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)				x	x	
RATING						
OVERALL HEALTH	c	c	c	c	c	c
STRUCTURE	c	c	c	c	c	c
AESTHETICS/FORM	c	c	c	c	c	c
OVERALL CONDITION	**c**	**c**	**c**	**c**	**c**	**c**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 145 Jacaranda (*Jacaranda mimosifolia*)

TREE # 146 Silk-Floss Tree (*Chorisia speciosa*)

TREE # 147 Silk-Floss Tree (*Chorisia speciosa*)

TREE # 148 Silk-Floss Tree (*Chorisia speciosa*)

TREE # 149 Strawberry Tree (*Arbutus unedo*)

TREE # 150 Strawberry Tree (*Arbutus unedo*)

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	151	152	153	154	155	156
TRUNK DIAMETER (inches)	22	4,4,4	6,4,5,3,3	8.9.6.6.6	6	17
HEIGHT (feet)	50	14	18	17	16	18
SPREAD (feet) N/S/E/W	50,45	12,12	16,16	20,24	12,12	12,12
PHYSICAL CONDITION						
1 LEANING	x			x		x
2 WEAK MAIN CROTCH(ES)				x		
3 DEAD BRANCHES/TIP DECLINE	x					
4 CAVITY/WOUND ON TRUNK						x
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES						
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING		x	x	x		
PRUNE BY CROWN THINNING	x					
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x	x	x	x	x	x
REMOVE						
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)	x					
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	c	c	c	b	b	b
STRUCTURE	c	c	c	b	b	c
AESTHETICS/FORM	c	c	c	b	b	c
OVERALL CONDITION	**c**	**c**	**c**	**b**	**b**	**c**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 151 Lemon Scented Gum (*Eucalyptus citriodora*) Lean may contribute to tree failure!

TREE # 152 Strawberry Tree (*Arbutus unedo*)

TREE # 153 Strawberry Tree (*Arbutus unedo*)

TREE # 154 Strawberry Tree (Arbutus unedo)

TREE # 155 Fern Pine (*Podocarpus gracilior*) City Tree

TREE # 156 Fern Pine (*Podocarpus gracilior*) City Tree

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	157	158	159	160	161	162
TRUNK DIAMETER (inches)	7	7	6	8	23	20
HEIGHT (feet)	18	11	17	19	40	33
SPREAD (feet) N/S/E/W	15,15	9,9	12,12	15,15	30,30	30,37
PHYSICAL CONDITION						
1 LEANING	x	x	x	x		
2 WEAK MAIN CROTCH(ES)					x	x
3 DEAD BRANCHES/TIP DECLINE						
4 CAVITY/WOUND ON TRUNK		x	x	x	x	x
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES					x	x
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x	x	x	x	x	x
REMOVE						
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)		x				
MODERATE RISK (visible weak area)			x	x	x	x
RATING						
OVERALL HEALTH	c	d	c	c	c	c
STRUCTURE	c	d	d	d	c	c
AESTHETICS/FORM	c	d	d	d	c	c
OVERALL CONDITION	**c**	**d**	**d**	**d**	**c**	**c**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 157 Fern Pine (*Podocarpus gracilior*) City Tree

TREE # 158 Fern Pine (*Podocarpus gracilior*) City Tree, Needs further inspection by City Arborist!

TREE # 159 Fern Pine (*Podocarpus gracilior*) City Tree, Needs further inspection by City Arborist!

TREE # 160 Fern Pine (Podocarpus gracilior) City Tree, Needs further inspection by City Arborist!

TREE # 161 Fern Pine (*Podocarpus gracilior*) City Tree, Needs further inspection by City Arborist!

TREE # 162 Fern Pine (*Podocarpus gracilior*) City Tree, Needs further inspection by City Arborist!

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	163	164	165	166	167	168
TRUNK DIAMETER (inches)	20	18	16	20	4	17
HEIGHT (feet)	38	30	38	34	17	30
SPREAD (feet) N/S/E/W	30,30	30,33	24,24	24,24	12,12	24,24
PHYSICAL CONDITION						
1 LEANING		x				x
2 WEAK MAIN CROTCH(ES)			x			
3 DEAD BRANCHES/TIP DECLINE						
4 CAVITY/WOUND ON TRUNK	x	x	x	x	x	x
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE				x		
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES	x	x	x	x		x
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x	x	x	x	x	x
REMOVE						
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	c	c	c	c	c	c
STRUCTURE	c	d	c	c	c	c
AESTHETICS/FORM	c	c	c	c	c	c
OVERALL CONDITION	**c**	**c**	**c**	**c**	**c**	**c**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 163 Fern Pine (*Podocarpus gracilior*) City Tree

TREE # 164 Fern Pine (*Podocarpus gracilior*) City Tree, Needs further inspection by City Arborist!

TREE # 165 Fern Pine (*Podocarpus gracilior*) City Tree, Needs further inspection by City Arborist!

TREE # 166 Fern Pine (Podocarpus gracilior) City Tree

TREE # 167 Fern Pine (*Podocarpus gracilior*) City Tree

TREE # 168 Fern Pine (*Podocarpus gracilior*) City Tree

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	169	170	171	172	173	174
TRUNK DIAMETER (inches)	23	7	9	21	10	11
HEIGHT (feet)	33	14	24	35	23	18
SPREAD (feet) N/S/E/W	30,33	11,11	15,15	28,29	18,20	15,15
PHYSICAL CONDITION						
1 LEANING			x	x		
2 WEAK MAIN CROTCH(ES)	x					x
3 DEAD BRANCHES/TIP DECLINE						
4 CAVITY/WOUND ON TRUNK	x		x	x		
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE		x				
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES	x					
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x	x	x	x	x	x
REMOVE						
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)	x					
MODERATE RISK (visible weak area)			x	x	x	
RATING						
OVERALL HEALTH	c	c	c	c	c	c
STRUCTURE	c	d	c	c	c	c
AESTHETICS/FORM	c	c	c	c	c	c
OVERALL CONDITION	**c**	**c**	**c**	**c**	**c**	**c**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 169 Fern Pine (Podocarpus gracilior) City Tree, Needs further inspection by City Arborist!

TREE # 170 Fern Pine (*Podocarpus gracilior*) City Tree

TREE # 171 Fern Pine (*Podocarpus gracilior*) City Tree

TREE # 172 Fern Pine (*Podocarpus gracilior*) City Tree

TREE # 173 Fern Pine (*Podocarpus gracilio* r) City Tree, Needs further inspection by City Arborist!

TREE # 174 Fern Pine (*Podocarpus gracilior*) City Tree

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	175	176	177	178	179	180
TRUNK DIAMETER (inches)	8	13	16	7	6	7
HEIGHT (feet)	22	35	26	18	18	18
SPREAD (feet) N/S/E/W	15,15	28,20	27,27	13,12	13,12	14,11
PHYSICAL CONDITION						
1 LEANING	x				x	x
2 WEAK MAIN CROTCH(ES)		x				
3 DEAD BRANCHES/TIP DECLINE						
4 CAVITY/WOUND ON TRUNK					x	x
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE				x		
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES				x		
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x			x	x	x
REMOVE		x				
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE			x			
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	c	c	b	b	b	b
STRUCTURE	c	c	b	b	c	c
AESTHETICS/FORM	c	c	b	b	c	c
OVERALL CONDITION	**c**	**c**	**b**	**b**	**c**	**c**

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 175 Fern Pine (Podocarpus gracilior) City Tree.

TREE # 176 Shamel Evergreen Ash (*Fraxinus uhdei*) Tag on fence near tree # 70

TREE # 177 Holly Oak (*Quercus ilex*)

TREE # 178 Fern Pine (*Podocarpus gracilior*) City Tree.

TREE # 179 Fern Pine (*Podocarpus gracilior*) City Tree.

TREE # 180 Fern Pine (*Podocarpus gracilior*) City Tree.

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF VISUAL FIELD INSPECTION (OTHER THAN OAK TREES)

TREE NUMBER	181	182	183	184		
TRUNK DIAMETER (inches)	7	7	8	5		
HEIGHT (feet)	18	18	18	16		
SPREAD (feet) N/S/E/W	14,14	14,14	13,14	8,8		
PHYSICAL CONDITION						
1 LEANING	x		x	x		
2 WEAK MAIN CROTCH(ES)		x	x	x		
3 DEAD BRANCHES/TIP DECLINE						
4 CAVITY/WOUND ON TRUNK			x			
5 HANGERS/BROKEN LIMB(S)						
6 MAINSTEM DIEBACK						
7 THIN FOLIAGE						
8 DROUGHT STRESSED						
9 DISEASED/INSECT DAMAGE						
10 CAVITY/WOUND IN BRANCHES						
11 FIRE DAMAGE						
12 SOIL BUILDUP @ BASE						
13 RE-GROWTH FROM STUMP						
14 EXPOSED STRUCTURAL ROOTS						
15 DEAD BUTTRESS ROOTS						
16 VISIBLE GIRDLING ROOTS						
17 NUTRIENT IMBALANCE/OTHER						
18 CABLED OR BRACED						
TREATMENT						
PRUNE BY CROWN CLEANING						
PRUNE BY CROWN THINNING						
PRUNE BY CROWN REDUCTION						
TREAT FOR INSECTS/DISEASE						
REMOVE SOIL BUILDUP						
CABLE OR BRACE						
APPLY NUTRIENTS/MULCH						
OBSERVATIONS						
NO ENCROACHMENT INTO (TPZ)	x	x	x	x		
REMOVE						
ENCROACHMENT INTO (TPZ)						
TRANSPLANT ONSITE						
NOT TRANSPLANTABLE						
CRITICAL RISK (visible weak area)						
SEVERE RISK (visible weak area)						
MODERATE RISK (visible weak area)						
RATING						
OVERALL HEALTH	b	b	b	b		
STRUCTURE	b	c	c	c		
AESTHETICS/FORM	c	c	c	c		
OVERALL CONDITION	**b**	**c**	**c**	**c**		

(TPZ) TREE PROTECTION ZONE A=EXCELLENT B=GOOD C=FAIR D=POOR E=DECLINING F=DEAD

SPECIES/COMMENTS Westfield / Sherman Oakls Fashion Square - Steve Hamilton Survey 1-11-06

TREE # 181 Fern Pine (*Podocarpus gracilior*) City Tree

TREE # 182 Fern Pine (*Podocarpus gracilior*) City Tree

TREE # 183 Fern Pine (*Podocarpus gracilior*) City Tree

TREE # 184 Fern Pine (Podocarpus gracilior) City Tree

TREE #

TREE #

Prepared by Robert Hansen (Registered Consulting Arborist)

SUMMARY OF DATA (OTHER THAN OAK TREES)
TABLE 3

1) TOTAL NUMBER OF TREES LISTED ON MAP (OVER 12" IN DIAMETER)	184
2) TOTAL NUMBER OF DEAD TREES ON SITE	0
3) TOTAL NUMBER OF TREES TO BE REMOVED (NOT INCLUDING DEAD TREES)	32
4) TOTAL NUMBER OF TREES TO BE RELOCATED ON SITE	29
5) TOTAL NUMBER OF TREES TO BE IMPACTED BY CONSTRUCTION (WITHIN THE DRIPLINE)	0
6) TOTAL NUMBER OF TREES NOT DEAD, NOT TO BE REMOVED, AND/OR NOT TO BE IMPACTED	123

Prepared by Robert Hansen (Registered Consulting Arborist #352 ASCA)
ISA Certified Arborist #1142
State License #649218

SCHEDULE OF PROPOSED REMOVALS (OTHER THAN OAK TREES)

TABLE 4

			MY RECOMMENDATION		
TREE NUMBER	OVERALL CONDITION	REASON FOR REMOVAL	SAVE	REMOVE	RE-LOCATE ON SITE
20,21,22	Good	For new structure		x	
23	Poor	For new structure		x	
24	Fair	For new structure		x	
25	Poor	For new structure		x	
26	Fair	For new structure		x	
28	Fair	For new structure		x	
29	Poor	For new structure		x	
32	Poor	Poor condition of the tree		x	
33	Fair	Poor condition of the tree		x	
35	Poor	Poor condition of the tree		x	
36	Fair	Poor condition of the tree		x	
44	Poor	For new structure		x	
45	Fair	For new structure		x	
58,59	Poor	Poor condition of the tree		x	
62,72	Fair	For new structure		x	
74,76	Good	For new structure		x	
77	Fair	For new structure		x	
83,84	Poor	For new structure		x	
85	Poor	For new structure		x	
86,87	Fair	For new structure		x	
88,89	Poor	For new structure		x	
93,176	Fair	For new structure		x	
121	Poor	Poor condition of the tree		x	

SECTION 2

MITIGATION

Oak Trees To Be Removed NONE

Oak Trees To Be Impacted NONE

Oak Trees To Be Relocated On Site NONE

Trees Other Than Oak To Be Removed Thirty Two (32)

For the necessary removal of 25 trees from the site for the construction project it will be necessary to install 25 trees on the site. The trees should be 24" inch box size or larger. The Street Tree Department may give further direction on the matter of mitigation.

Trees # 32, 33, 35, 36, 58, 59 and 121 are to be removed because of there poor condition. Therefore I based the number for mitigation on the trees that will be removed for the construction project.

SECTION 3

SECTION 3

RECOMMENDATIONS TO REDUCE IMPACT ON TREES DURING CONSTRUCTOIN ACTIVITES

1. Protective fencing will be needed and must be installed for the protection of all Trees that are to be saved as needed. Install a fence a minimum of 4 feet in height and a distance of ten (10) feet beyond the end of branches (dripline). Stakes shall be strong enough to secure the fence for the duration of the project. The fence is to remain in place at all times. A gate is necessary for tree maintenance personnel. No building materials or equipment are to be stored in the fenced area. No temporary buildings will be permitted within the tree's protection zone.

2. If the governing agency allows trenching within the tree's protection zone, the project arborist must be present and properly directing trenching work to reduce the impact on the trees. Trenching must be performed by the use of hand tools or The Air Spade. Root pruning if necessary, shall be performed under the direction of the project's Consulting Arborist.

3. Disposing of waste such as cement, concrete, petroleum products, paint or any other material that may be toxic to plants shall not be permitted onsite.

4. If questions arise regarding any action that may have a negative impact on the Trees one shall contact the project arborist, before the trees are damaged as little can be done after the damage occurs.

5. When installing the utilities (gas/water) lines etc, if trenching is to occur within the protected zone of any tree that is to be saved, the project Consulting Arborist must be present to help protect the interest of the trees. The project Consulting Arborist shall be present during all grading operations that is within the trees protected zone, which is the end of the branches (dripline) plus 10 feet.

6. Do not make copies without written permission from the Author.

SECTION 4

SECTION 4

RECOMMENDATIONS FOR OAK TREE MAINTENANCE

1. Pruning oak trees is generally limited to the removal of dead, diseased or poorly attached branches that may be a severe or critical risk to humans and/or property. Pruning should be done under the direction of a qualified arborist.

2. Refrain from watering oak trees except for supplemental water in years of below average rainfall. Refrain from watering oaks during July until November and from applying water within 3 feet of the root flare.

3. Mulching the surface of the soil approximately 3-4 inches deep with oak leaves under the canopy of the tree is beneficial. Keep mulch back from the trunk approximately 12-18 inches.

4. Fertilizing oak trees may be necessary in some soils and site conditions. Have the soil analyzed before fertilization so that the necessary elements can be applied to the root zone.

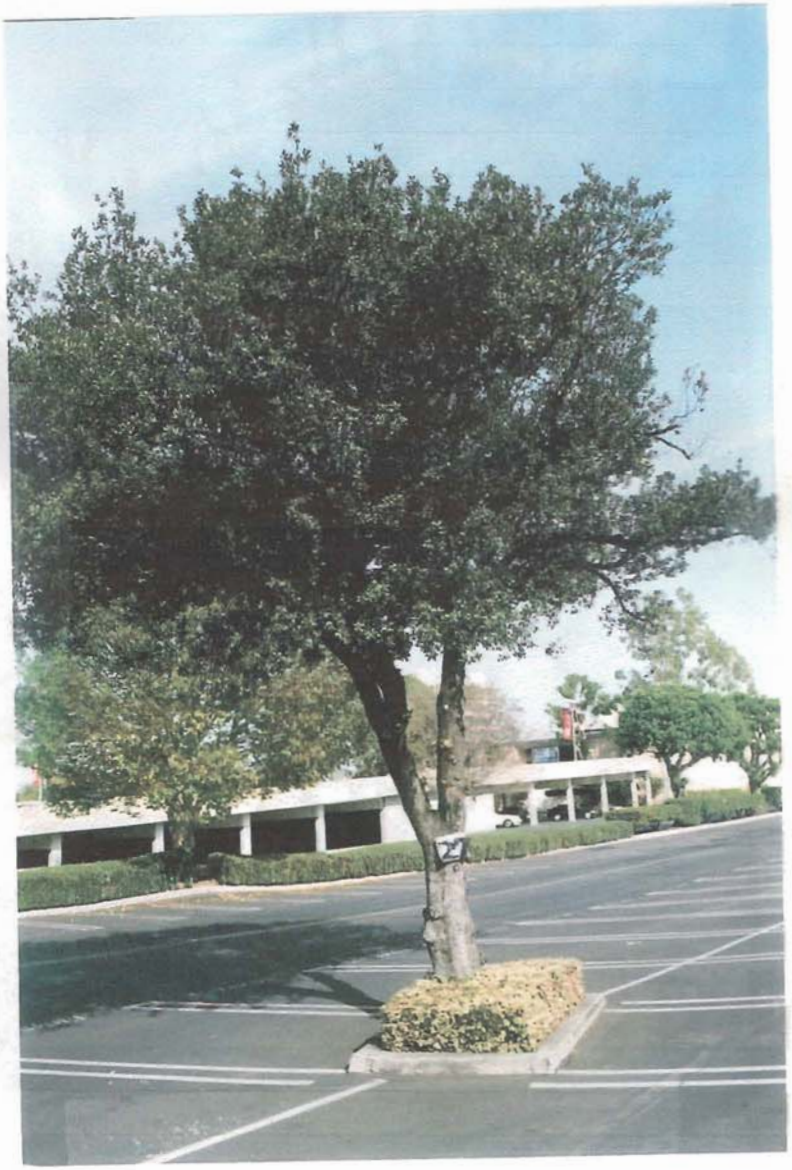
5. Newly installed trees will need supplemental water for the first two years, especially the root ball area. Cultivate the soil beyond the root ball for a distance of 3 feet and 18 inches deep to improve the area for root growth. Apply 3-4 inches of oak leaf mulch over the area of the root ball and cultivated area. Keep the mulch back from the trunk by 12 inches.

Robert Hansen
Registered Consulting Arborist #352
ISA Certified Arborist #1142

SECTION 5

PICTURE PAGE

This is a picture of Holly Oak # 27 located in parking lot rear of Macy's.



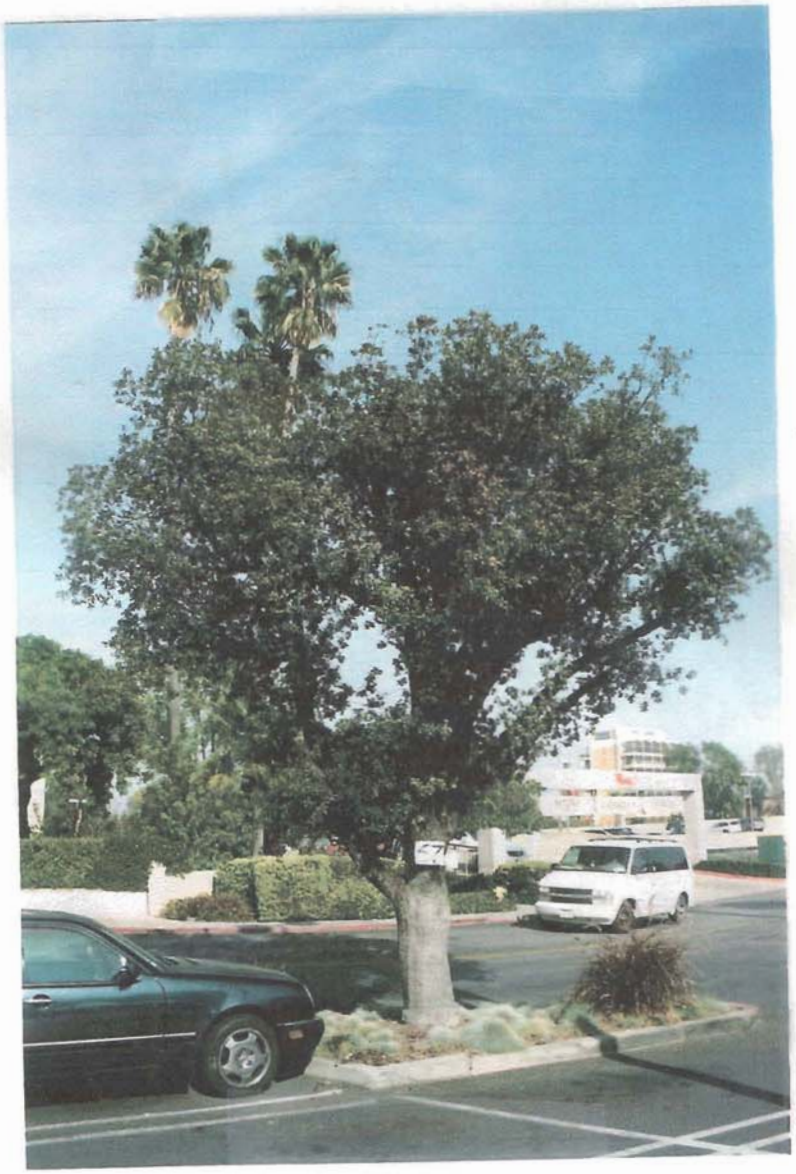
PICTURE PAGE

This is a picture of Holly Oak # 64 located in parking lot rear of Macy's.



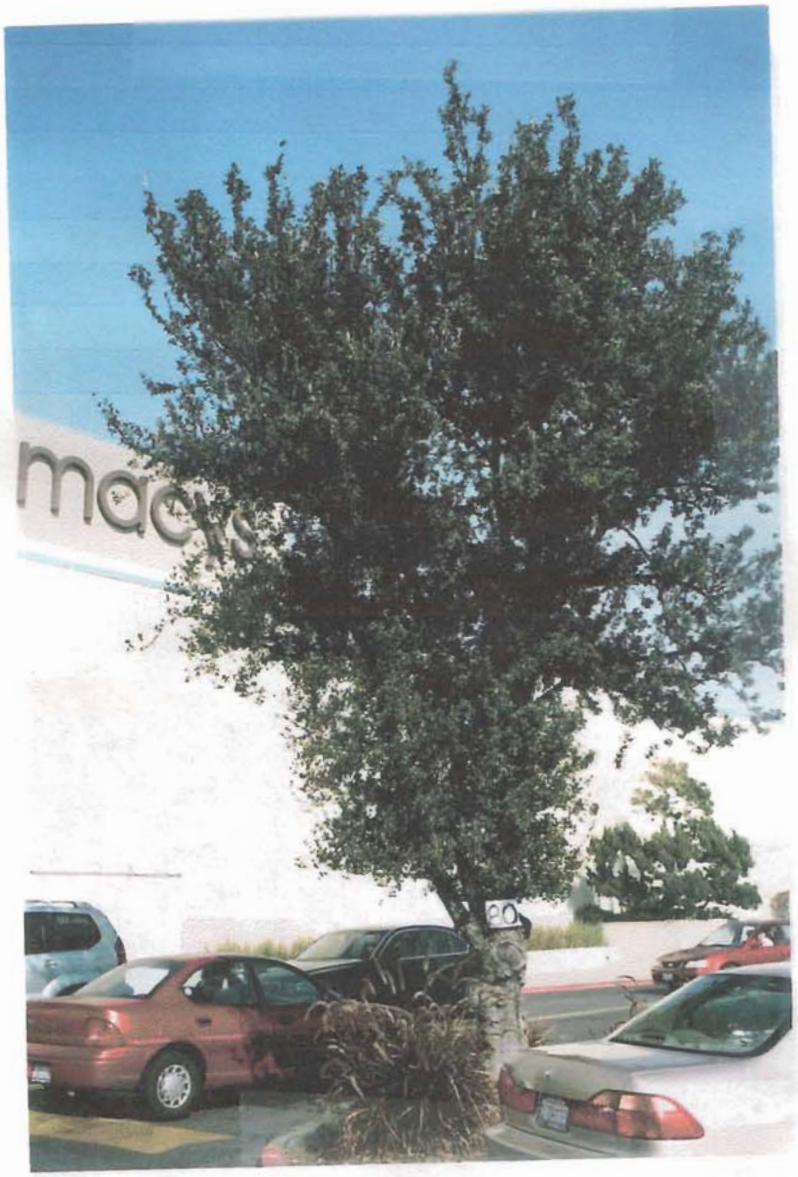
PICTURE PAGE

This is a picture of Holly Oak # 67 located in parking lot rear of Macy's.



PICTURE PAGE

This is a picture of Holly Oak # 80 located in parking lot rear of Macy's.



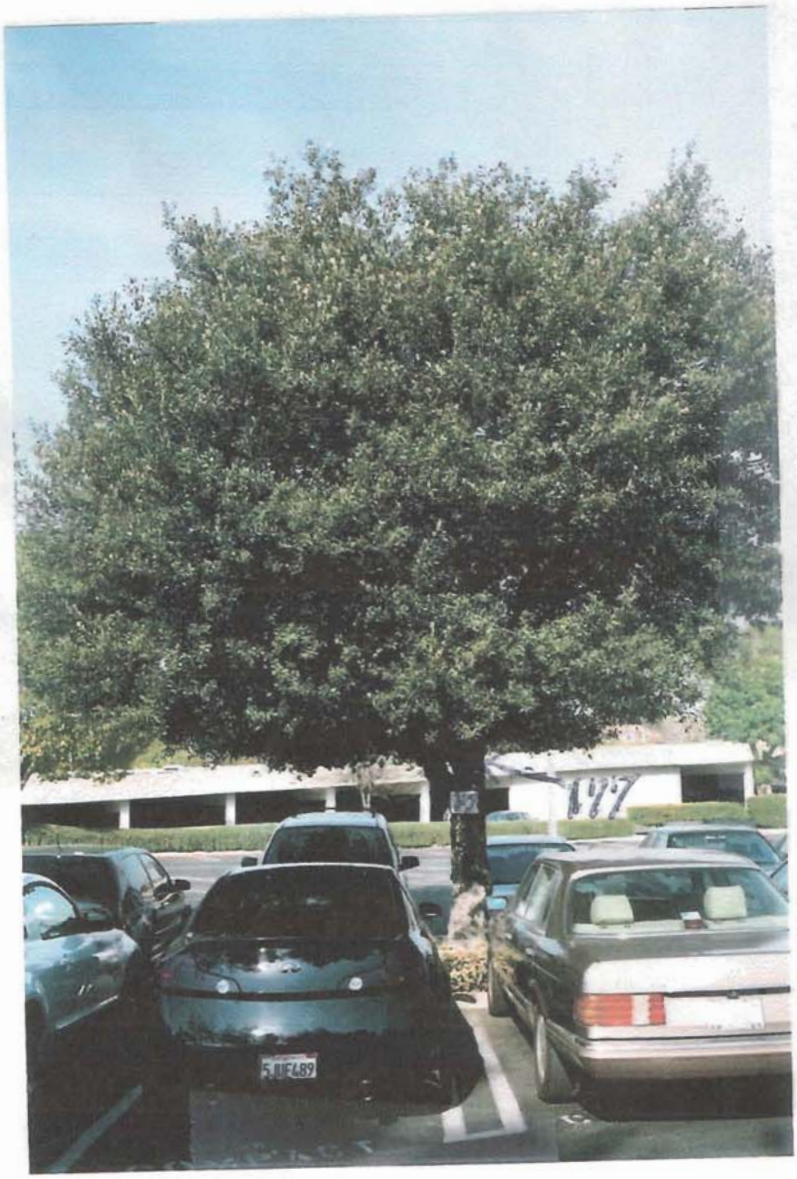
PICTURE PAGE

This is a picture of Holly Oak # 100 located in parking lot rear of Macy's.



PICTURE PAGE

This is a picture of Holly Oak # 177 located in parking lot rear of the parking structure East of Macy's.



PICTURE PAGE

This is a view of the upper parking lot where one will be able to located palm tree #1.



PICTURE PAGE

This is a view of wounds from branch failures in tree #22 and #23 these wounds may contribute to failures in the future if these trees are to remain.





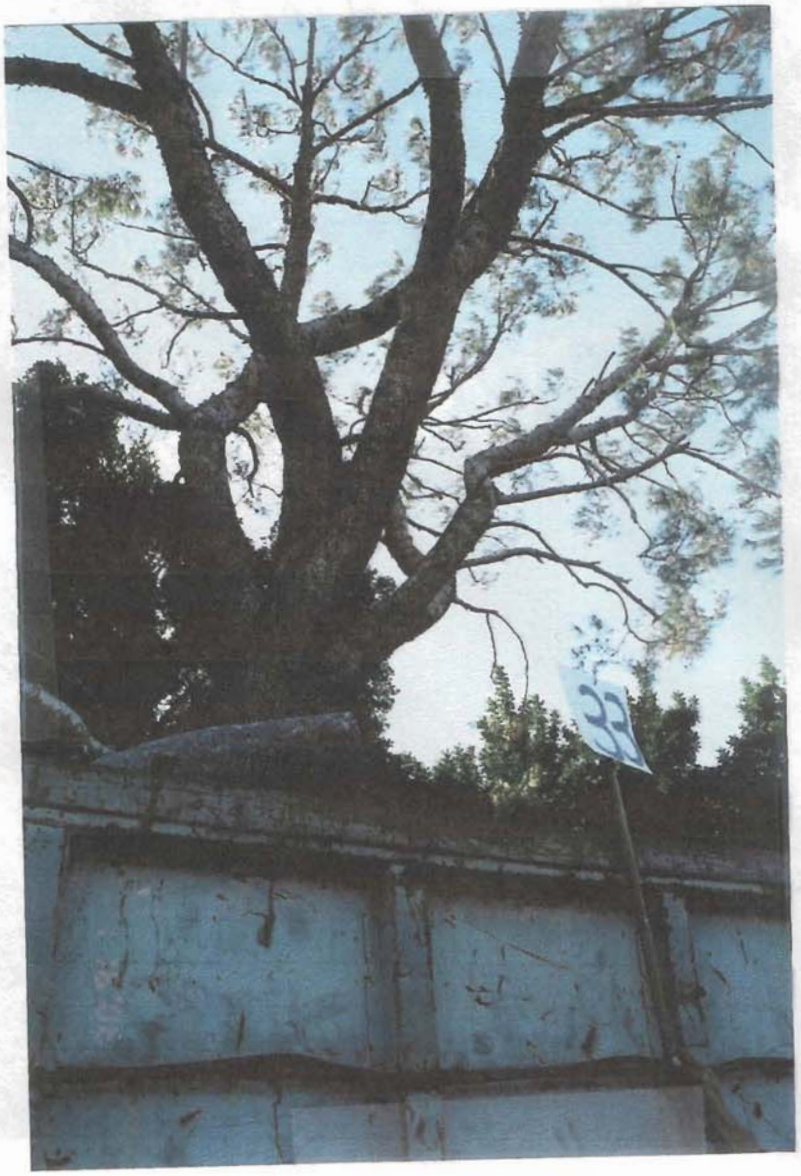
PICTURE PAGE

This is a view of the displaced curb and parking surface resulting from the roots of tree #26. This tree should be removed.



PICTURE PAGE

Aleppo Pine Tree #33 is a good example of a tree that has been excessively thinned. This places the tree under stress and may contribute to it decline.



PICTURE PAGE

This is a view of Aleppo Pine Trees #32 and 35. These trees are prone to failure the target area is property and probably humans. I recommend these trees be removed.



PICTURE PAGE

This is a view of Aleppo Pine Tree #58 and its poor structure. This tree is prone to failure. I recommend it be removed immediately. The target if this tree fails is property and probably humans.



PICTURE PAGE

This is a view of Aleppo Pine Tree #59 and its poor structure. This tree is prone to failure. I recommend it be removed immediately.



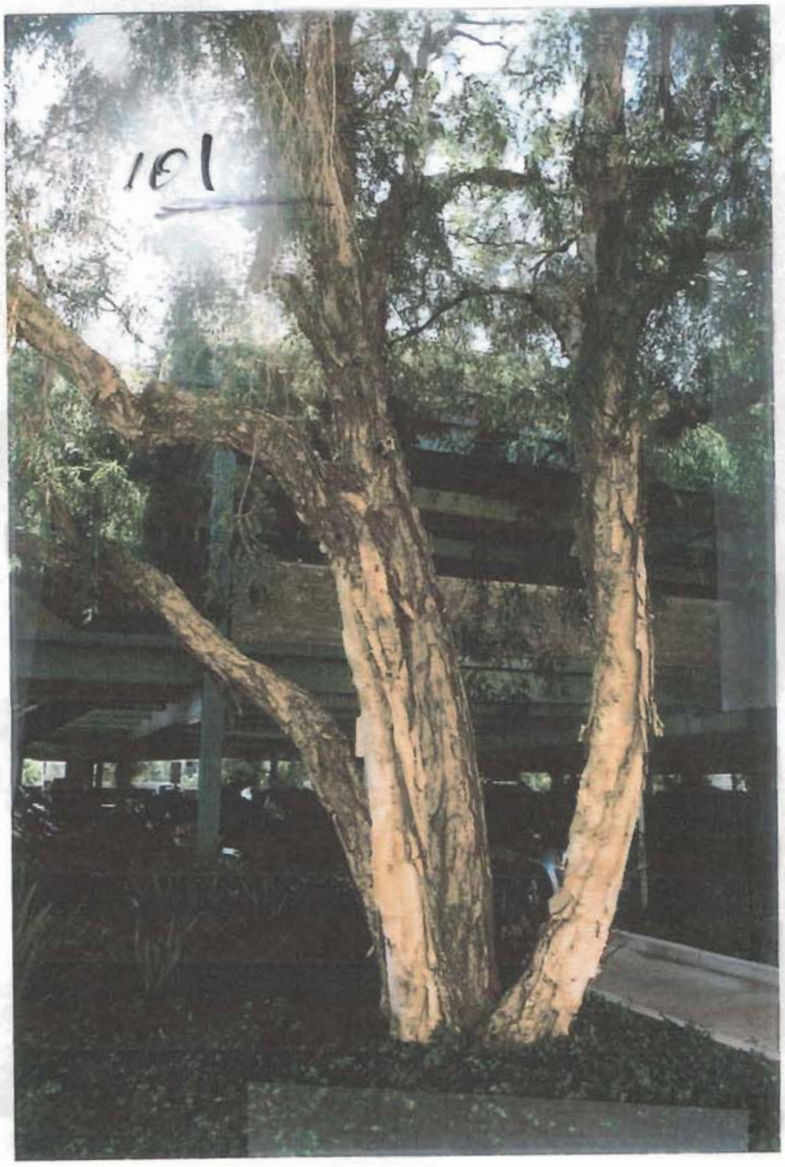
PICTURE PAGE

This is a view of the Palm Trees rear of Macy's Store.



PICTURE PAGE

This is a view of the Melaleuca Tree rear of the buildings near the corner of the parking structure.



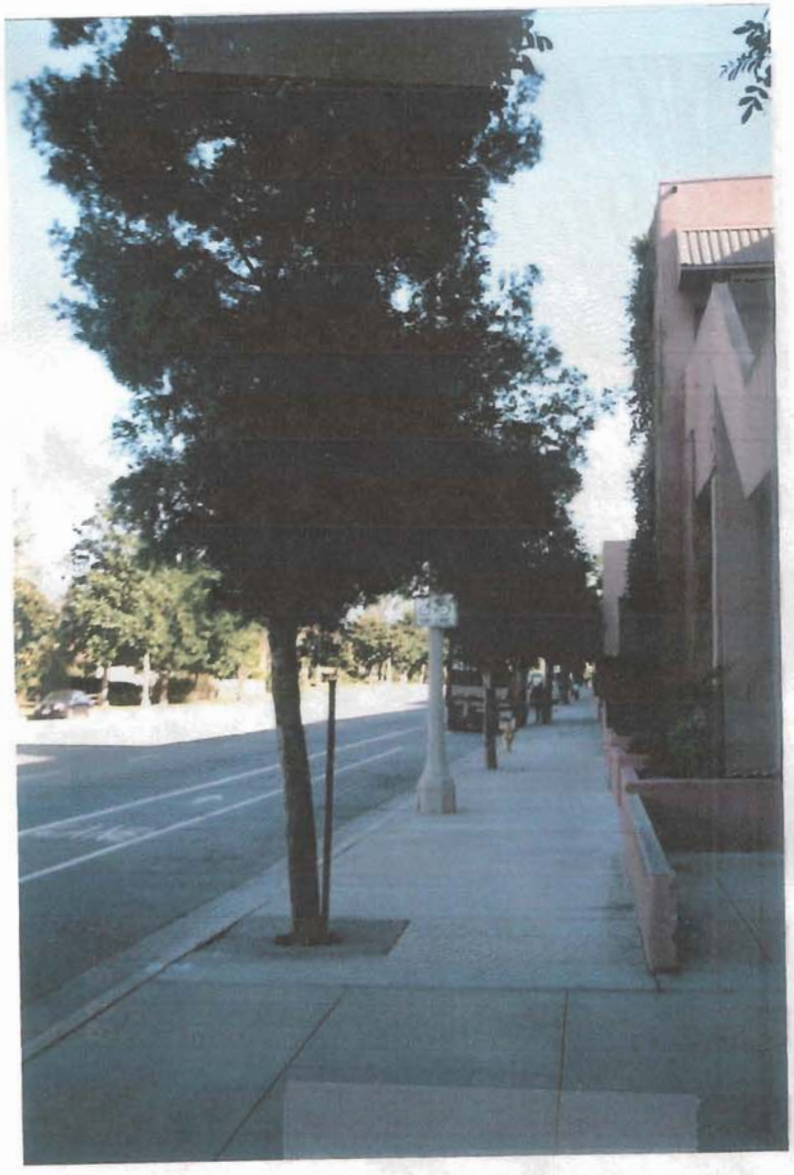
PICTURE PAGE

This is a view of the Canary Island Pines and Brazilian Pepper trees on the Riverside Drive side of the property.



PICTURE PAGE

This is a view of the Podocarpus Trees that belong to the City along Riverside Drive.



PICTURE PAGE

This is a view of the Crape Myrtle trees located in the planter area on the Riverside Drive side of the property. These trees are less than 12" in diameter however they are worth saving and relocating on the property if this area is to be re-landscaped.



PICTURE PAGE

This is a view of tree #70 and 176 located near the stairs going down to the first floor parking area.



SECTION 6

Gilbert R. Hansen

Arboricultural Consultant
7023 Semrad Road
West Hills, California 91307
818-703-8024

PROFESSIONAL EXPERIENCE

December [illegible] 2005

1973 – Present	Independent Arboricultural Consultant. Owner and operator of Bob Hansen Tree Preservation.
1963 to 1973	Independent Arboricultural Consultant. Owner and operator of Bay Cities Tree Preservation
1962 to 1963	Foreman – Humphrey Tree Service
1959 to 1962	Working Foreman, Job Estimator – Johnson and Thiermann Tree Preservation
1958 to 1959	Tree Service – Independent

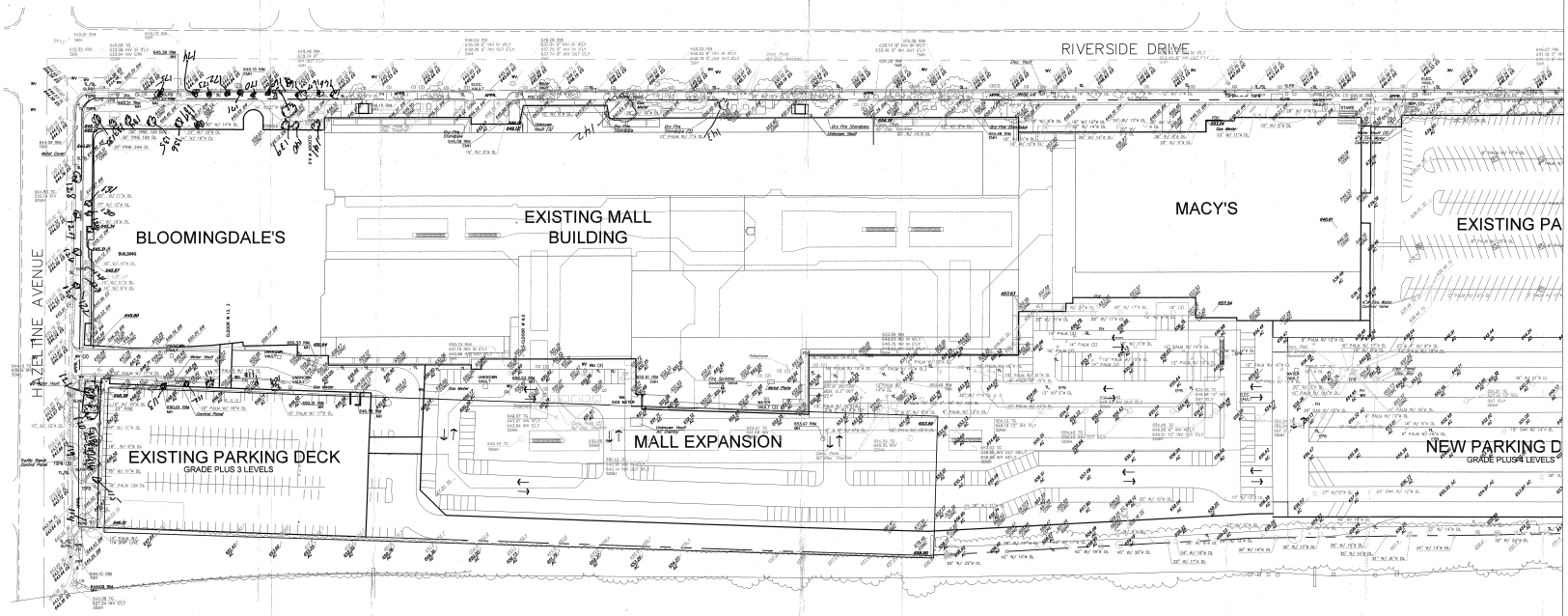
AFFILIATIONS AND MEMBERSHIPS

Owner	Bob Hansen Tree Preservation
Gilbert R. Hansen	State Contractors License #649218
Member	American Society of Consulting Arborists
Member	Life Member International Society of Arboriculture
Member	Western Chapter International Society of Arboriculture

EDUCATION AND LICENSES

California State Licensed Contractor 649218 C61/D49
Certified Arborist – International Society of Arboriculture Western Chapter #1142
Member of The American Society of Consulting Arborists
Registered Consulting Arborist #352
Pierce College – Ornamental Pest Control and Tree Care
Tree Biology Workshop – Dr. Alex Shigo
Preserving Mature Trees during Construction seminars sponsored by the International Society of Arboriculture.
Advanced Hazard Tree Evaluation Workshop and Tree Preservation Workshop – Co-sponsored by the Utah Community Forest Council and International Society of Arboriculture – Rocky Mountain Chapter

SECTION 7



TREE REPORT PREPARED BY:

Robert Hansen

Robert Hansen, RCA #352

Location of all trees may not be to scale:

List of trees:

1-11. Mexican Fan Palm
12-18. Evergreen Pears
19. Redwood Tree
20-21 Eucalyptus White Iron Bark
22-24. Carrotwood Trees
25. Carob
26. Shamel Ash
27. Holly Oak
28-29. Carob Trees
30-36. Aleppo Pine
37-46. Lemon Gum Eucalyptus
47-49. Victorian Box
50-54. Manna Gum Eucalyptus
55-57. Lemon Gum Eucalyptus
58-59. Aleppo Pines
60. Canary Island Pine
61. Jacaranda
62. Carob Tree
63. Jacaranda
64. Holly Oak
65. Mexican Fan Palm
66. Mexican Fan Palm
67. Holly Oak
68. Strawberry Tree
69-73. Mexican Fan Palm
74. Brazilian Pepper
75. Mexican Fan Palm
76. Senegal Date Palm
77. Hollywood Juniper
78. Mexican Fan Palm
79. Mexican Fan Palm
81-82. Mexican Fan Palm
83-88. Brazilian Pepper
89. Southern Magnolia
90. Mexican Fan Palm
91-99. Mexican Fan Palm
100. Holly Oak
101. Prickly Paperbark Melaleuca
102-115. Mexican Fan Palm
116-119. Bottlebrush
120. Aleppo Pine
121. Western Redbud
122-128. Bottlebrush
129. Strawberry Tree
130-131. Bottlebrush
132-134. Canary Island Pines
135-138 Brazilian Peppers
139-141. Cajeput Papperbark Melaleuca
142. Jacaranda
143 King Palm
144. Jacaranda
145. Jacaranda
146-148. Silk-Floss Tree
149-150. Strawberry Tree
151. Lemon Scented Gum Eucalyptus
152-154. Strawberry Tree
155-175. Fern Pine Podocarpus
176. Shamel Ash
177. Holly Oak
178-184. Fern Pine Podocarpus

SITE PLAN

scale: 1"= 60'

Westfield
SHOPPINGTOWN
FASHION SQUARE

14006 RIVERSIDE DRIVE, SHERMAN OAKS, CA 91423

WESTFIELD DESIGN & CONSTRUCTION
11601 Wilshire Boulevard, 12th Floor
Los Angeles, California 90025-1748
Telephone 310 478 4456
Facsimile 310 478 4468

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Registration No.

Consultants

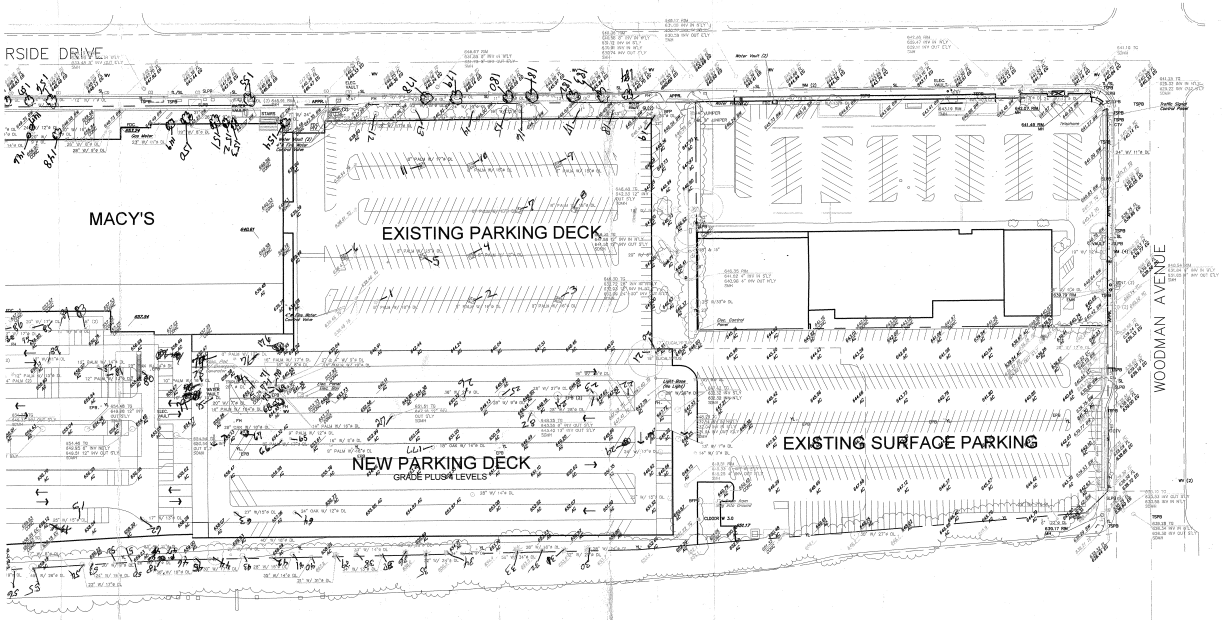
Approvals:

Key Plan:

No.	By	Date	Revision

Sheet Title

Job No. Date Scale



70. Mexican Fan Palm
81-82. Mexican Fan Palm
83-88. Brazilian Pepper
89. Southern Magnolia
90. Mexican Fan Palm
91-99. Mexican Fan Palm
100. Holly Oak
101. Prickly Paperbark Melaleuca
102-115. Mexican Fan Palm
116-119. Bottlebrush
120. Aleppo Pine
121. Western Redbud
122-128. Bottlebrush
129. Strawberry Tree
130-131. Bottlebrush
132-134. Canary Island Pines
135-138 Brazilian Peppers
139-141. Cajeput Papperbark Melaleuca
142. Jacaranda
143 King Palm

144. Jacaranda
145. Jacaranda
146-148. Silk-Floss Tree
149-150. Strawberry Tree
151. Lemon Scented Gum Eucalyptus
152-154. Strawberry Tree
155-175. Fern Pine Podocarpus
176. Shamel Ash
177. Holly Oak
178-184. Fern Pine Podocarpus

SITE PLAN

scale: 1"= 60'

Westfield
SHOPPINGTOWN
FASHION SQUARE

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Registration No.

Consultants

Approvals:

Key Plan:

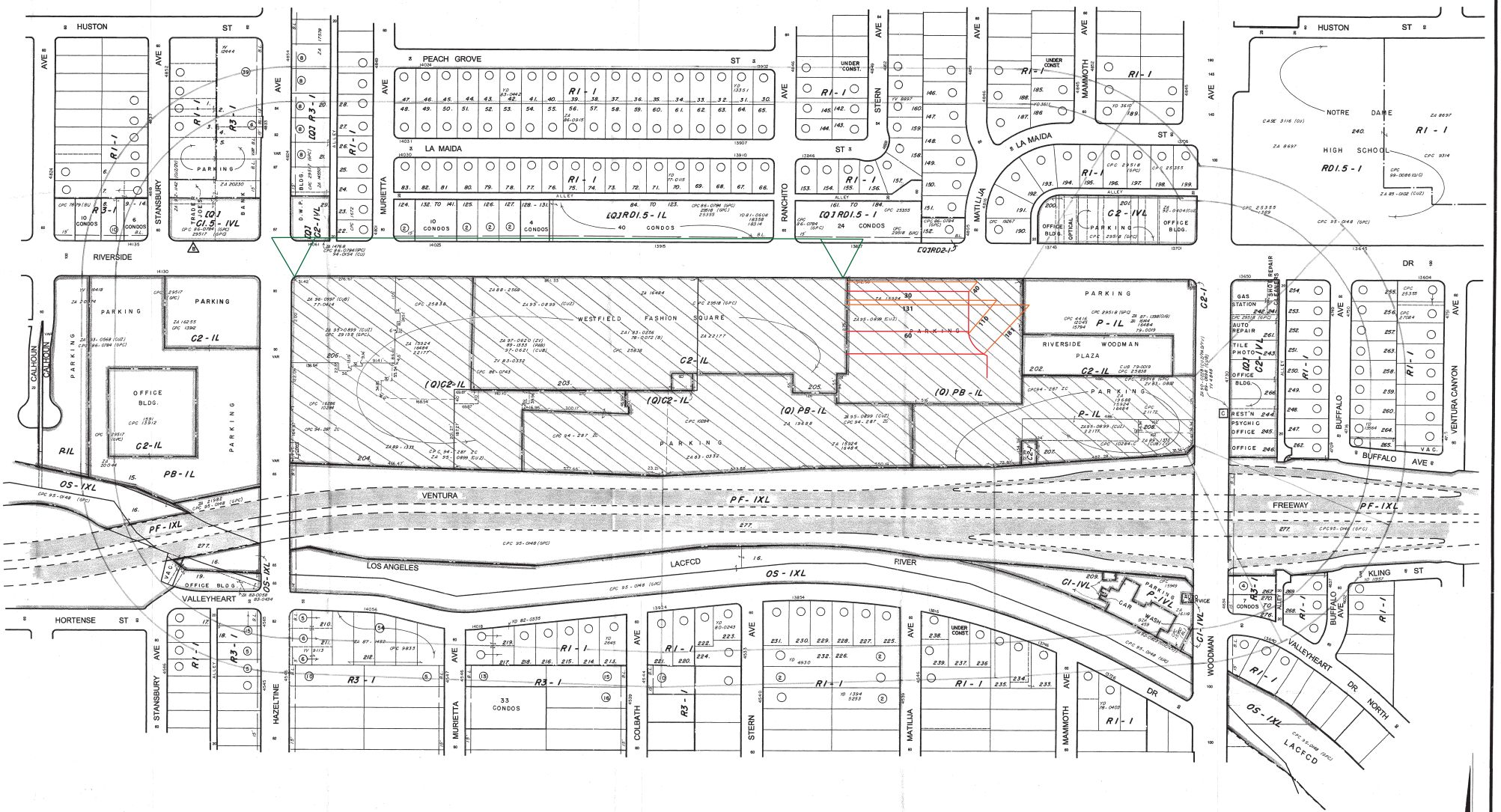
No.	By	Date	Revision

Sheet Title

Job No. Date Scale

APPENDIX C

SHADE/SHADOW ANALYSIS



GC MAPPING SERVICE
711 MISSION STREET, SUITE D
SOUTH PASADENA, CA. 91030
(626) 441-1080

LEGEND

- D — ON-SITE CONSUMPTION OF FULL LINE ALCOHOLIC BEVERAGES
- B — ON-SITE CONSUMPTION OF BEER AND/OR WINE
- A — OFF-SITE CONSUMPTION OF FULL LINE ALCOHOLIC BEVERAGES
- A — OFF-SITE CONSUMPTION OF BEER AND/OR WINE

CONDITIONAL USE-AB
CUP-MAJOR DEVELOPMENT PROJECT
ZONE CHANGE
VARIANCE COMMERCIAL CORNER

NET AC.= 28.84

CASE NO.
DATE: ~~02-06-06~~
SCALE: 1" = 100'
USES FIELD
D.M. 168 B 153
168 B 157
T.B. PAGE: 562 GRID: C-3

APPENDIX D

AIR QUALITY & NOISE ASSESSMENTS

WESTFIELD FAHSION SQUARE EXPANSION PROJECT
AIR QUALITY AND NOISE IMPACT REPORT

taha
environmental planners

Prepared for

PLANNING ASSOCIATES

Prepared by

TERRY A. HAYES ASSOCIATES LLC

August 28, 2008
taha 2006-127

WESTFIELD FASHION SQUARE EXPANSION PROJECT

AIR QUALITY AND NOISE IMPACT REPORT

Prepared for

Planning Associates Incorporated
4040 Vineland Avenue, Suite 108
Studio City, CA 91604

Prepared by

TERRY A. HAYES ASSOCIATES LLC
8522 National Boulevard, Suite 102
Culver City, CA 90232

August 28, 2008

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1.0 SUMMARY OF FINDINGS

Terry A. Hayes Associates LLC completed an air quality and noise impact analysis for the proposed Westfield Fashion Square Expansion Project. Key findings are listed below.

1.1 AIR QUALITY

- Construction of the proposed project would result in maximum daily regional emissions of approximately 68 pounds per day (ppd) of volatile organic compounds (VOC), 133 ppd of nitrogen oxides (NO_X), 56 ppd of carbon monoxide (CO), <1 ppd of sulfur oxides (SO_X), 16 ppd of particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), and 58 ppd of particulate matter ten microns or less in diameter (PM_{10}). Daily construction emissions are anticipated to exceed than the South Coast Air Quality Management District's (SCAQMD) regional significance thresholds for NO_X and, as such, would not result in a significant impact.

- Construction of the proposed project would result in maximum daily localized emissions of approximately 29 ppd of NO_X, 12 ppd of CO, 12 ppd of $PM_{2.5}$, and 53 ppd of PM_{10}. Daily construction emissions are anticipated to exceed the SCAQMD localized significance thresholds for $PM_{2.5}$ and PM_{10} and, as such, would result in a significant impact.

- Weekday operation of the proposed project would result in net daily emissions of approximately 22 ppd of VOC, 34 ppd of NO_X, 232 ppd of CO, less than one ppd of SO_X, 8 ppd of $PM_{2.5}$, and 42 ppd of PM_{10}. Weekend operation of the proposed project would result in net daily emissions of approximately 27 ppd of VOC, 42 ppd of NO_X, 291 ppd of CO, less than one ppd of SO_X, 10 ppd of $PM_{2.5}$, and 53 ppd of PM_{10}. Daily operational emissions are anticipated to be less than the SCAQMD regional significance thresholds and, as such, would result in a less-than-significant impact.

- Weekday one-hour CO concentrations under "project" conditions would be approximately 5 parts per million (ppm) at worst-case sidewalk receptors. Weekday eight-hour CO concentrations under "project" conditions would range from approximately 3.2 ppm to 3.5 ppm. Weekend one- and eight-hour CO concentrations under "project" conditions would be approximately 5 and 3.2 ppm, respectively. The State one- and eight-hour standards of 20 and 9.0 ppm, respectively, would not be exceeded. Thus, a less-than-significant impact is anticipated.

- The proposed project would not expose sensitive receptors to significant emissions of toxic air contaminants as a result of activities associated with proposed project construction or operations. Toxic air contaminant emissions would result in a less-than-significant impact.

- The proposed project would not expose people to objectionable odors.

- The proposed project would comply with Air Quality Management Plan (AQMP) Consistency Criteria No. 1 and No. 2, and this is considered consistent with the SCAQMD 2003 Air Quality Management Plan. Therefore, a less-than-significant impact is anticipated.

- The ratio of daily project-related employment vehicle miles traveled (VMT) to countywide VMT would not exceed the ratio of daily project-related employment to countywide employment. As such, the proposed project would not significantly contribute to cumulative emissions.

- The proposed project would result in net carbon equivalent emissions of 5,056 tons per year of carbon dioxide (CO_2), methane (CH_4), and nitrogen dioxide (N_2O). The proposed project would not generate a disproportionate amount of vehicle miles traveled and would not have unusually high fuel consumption characteristics. As such, the proposed project would have a negligible effect on any increase in regional and national greenhouse gas emissions.

1.2 NOISE

- Implementation of Mitigation Measures **N1** through **N9** would result in construction noise levels less than the 5-dBA significance threshold. As such, construction noise would result in a less-than-significant impact.

- Regarding weekday mobile noise, the greatest project-related mobile noise increase would be 0.4 dBA CNEL and would occur along Riverside Drive between Hazeltine and Woodman Avenues. The roadway noise increase attributed to the proposed project would be less than the 3-dBA CNEL incremental threshold at all analyzed segments. As such, there would not be a perceptible change in audible noise as a result of increased traffic.

- Regarding weekend mobile noise, the greatest project-related mobile noise increase would be 0.5 dBA CNEL and would occur along Riverside Drive between Hazeltine and Woodman Avenues. The roadway noise increase attributed to the proposed project would be less than the 3-dBA CNEL incremental threshold at all analyzed segments. As such, there would not be a perceptible change in audible noise as a result of increased traffic.

- Non-vehicular noise (e.g. mechanical equipment and parking activity) would not increase ambient noise levels by more than 5 dBA. This impact would be less than significant.

- The proposed project would not include any significant sources of ground-borne vibration. The ground-borne vibration operational impact would be less than significant.

- The proposed project would not significantly contribute to a cumulative noise or vibration impact.

2.0 INTRODUCTION

2.1 PURPOSE OF STUDY

The purpose of this study is to evaluate the potential air quality and noise impacts of the proposed Westfield Fashion Square Expansion Project. Potential air quality and noise impacts are analyzed for construction and operation of the proposed project. Mitigation measures for air quality and noise are recommended, where necessary.

2.2 PROJECT DESCRIPTION

2.2.1 LOCATION

The project site is located along Riverside Drive between Woodman Avenue and Hazeltine Avenue, at the existing Fashion Square shopping center. The project is bordered by Riverside Drive to the north, Hazeltine Avenue to the west, the US-101 to the south, and Woodman Avenue to the east. The project site is roughly rectangular and covers all of the 28.8-acre shopping center, except for an approximately 3.0-acre parcel in the southwest corner of the Riverside Drive/Woodman Avenue intersection.

2.2.2 PROPOSED PROJECT

The Fashion Square shopping center has been a vital commercial and retail asset for the Sherman Oaks community. The proposed project would entail construction of approximately 280,000 gross leasable square feet (GLSF) of additional retail and restaurant uses. The building footprint is approximately 482,740 square feet in size, 426,556 square feet of which include the proposed project. The proposed project would require the following actions:

- A zone change to consolidate and make zoning consistent across the property
- A Conditional Use Permit for construction of a “Major Development Project” that exceeds the threshold of 100,000 square feet of non-residential development
- A Conditional Use Permit for Commercial Corner development
- A Zone Variance to deviate from the 45-foot height restriction
- A Conditional Use Permit for the on-site sale and consumption of a full line of alcoholic beverages for the new sit-down restaurants
- A request for Shared Parking

2.2.3 CONSTRUCTION

The project would be completed in one phase with three stages. The first stage would include the construction of a new two-level parking structure, (1 at-grade level and 2 above-grade levels) at the eastern edge of the project site. The second stage would include the construction of a new seven-level parking structure, (1 below-grade, 1 at-grade, and 5 above-grade levels) south of the existing Macy’s parking lot. The third stage would include construction of the shopping mall and subterranean parking.

2.2.4 PROJECT DESIGN FEATURES

PDF AQ-1: The proposed project will be designed to reduce exposure of sensitive receptors to excessive levels of air quality. The proposed project will also be designed, built, and operated in a manner consistent with the requirements to achieve Leadership in Energy and Environmental Design (LEED) certification from the United States Green Building Council.[1] LEED is a green building rating system that was designed to guide and distinguish high-performance commercial projects. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. The Expansion Project will implement a variety of design and operational features to achieve LEED certification. As a result, the Expansion Project would be proactive in reducing GHG emissions. Examples of design features to be implemented for the Expansion Project in order to achieve LEED certification include, but are not limited to, the following or their equivalent:

- A construction activity pollution prevention program.
- Encouraging the use of mass transit.
- Providing transportation amenities, such as alternative fueling stations, carpool/vanpool programs, bicycle racks, and showering/changing facilities.
- Implementing a stormwater management plan that reduces impervious cover, promotes infiltration, and captures and treats the stormwater runoff from 90 percent of the average annual rainfall using acceptable best management practices.
- Adopting site lighting criteria to maintain safe light levels while avoiding off-site lighting and night sky pollution, minimizing site lighting where possible, and reducing light pollution.
- Providing tenants with a description of the sustainable design and construction features incorporated in the core and shell project.
- Using high-efficiency irrigation technology or reducing potable water consumption for irrigation by 50 percent by using a combination of plant species factor, irrigation efficiency, use of captured rainwater, use of recycled wastewater, use of water treated and conveyed by public agency specifically for non-potable uses.
- Employing strategies that, in aggregate, use 20 percent less water than the water use baseline calculated for the building (not including irrigation) after meeting the Energy Policy Act of 1992 fixture performance requirements.
- Designing the building envelope and building system to maximize energy performance.
- Selecting refrigerants that reduce ozone depletion while minimizing direct contributions to global warming.
- Implementing a construction waste management plan that identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or comingled. The waste management plan would include recycling and/or salvaging at least 50 percent of non-hazardous construction and demolition debris.

[1]United States Green Building Council, *Leadership in Energy and Environmental Design*, www.usgbc.org/LEED, 2007.

- Using materials with recycled content such that the sum of post-consumer recycled content plus one-half of the pre-consumer content constitutes at least ten percent of the total value of the materials in the project.
- Using a minimum of ten percent of the total materials value on building materials or products extracted, harvested, or recovered and manufactured within 500 miles of the project site.
- Adopting an indoor air quality management plan to protect the HVAC system during construction, control pollutant sources, and interrupt contamination pathways.
- Specifying low-volatile organic compounds paints and coatings in construction documents.
- Designing the building with the capability for occupant controls for airflow, temperature and ventilation. Strategies will include underfloor HVAC systems with individual diffusers, displacement ventilation systems with control devices, ventilation walls and mullions, and operable windows.

PDF AQ-2 The Expansion Project would install carbon monoxide and airflow measurement equipment that would transfer the information to the HVAC system and/or Building Automation System to trigger corrective action, if applicable, and/or use the measurement equipment to trigger alarms that inform building operators or occupants of a possible deficiency in outdoor air delivery. Installation of such a system in areas where carbon monoxide concentrations may escalate (such as in the vicinity of loading docks or valet parking drop-offs) would improve both indoor and localized “hotspot” air quality.

PDF AQ-3 The Expansion Project would provide bicycle racks at a ratio of 2% of the total number of parking spaces on-site, as well as lockers, changing rooms and showers inside the shopping center. A minimum of 20 additional bicycle spaces (in racks) would be provided at multiple locations through out the site. Four showers (two per each gender) would be provided in a dedicated shower facility area. Lockers would be provided in conjunction with the shower facilities.

PDF AQ-4 The Expansion Project would provide a shuttle service connecting the site to a nearby Orange Line station (e.g., Van Nuys Boulevard). This service could be provided by either the provision of a private shuttle or the funding of extended hours for the existing Los Angeles Department of Transportation (LADOT) DASH line. The Orange Line shuttle would complement existing transit services (i.e., the LADOT DASH service) such that the shuttle would operate during hours when other public transit services connecting the site to the Orange Line are not available (e.g., during weekdays evenings and general weekend hours). The shuttle would operate during regular shopping center hours corresponding with periods of peak parking demand at the site and peak holiday season demand (i.e., everyday during the holiday shopping period between November 15 and January 1, and every Saturday/Sunday throughout the year).

3.0 AIR QUALITY

This section examines the degree to which the proposed project may result in significant adverse changes to air quality. Both short-term construction emissions occurring from activities, such as site grading and haul truck trips, and long-term effects related to the ongoing operation of the proposed project, are discussed in this section. The analysis contained herein focuses on air pollution from two perspectives, daily emissions and pollutant concentrations. "Emissions" refer to the quantity of pollutant released into the air, measured in ppd. "Concentrations" refer to the amount of pollutant material per volumetric unit of air, measured in ppm or micrograms per cubic meter ($\mu g/m^3$).

3.1 POLLUTANTS & EFFECTS

Criteria air pollutants are defined as pollutants for which the federal and State governments have established ambient air quality standards or criteria for outdoor concentrations to protect public health. The federal and State standards have been set at levels above which concentrations may be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from illness or discomfort. Pollutants of concern include CO, ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), $PM_{2.5}$, PM_{10}, and lead (Pb). These pollutants are discussed below.

Carbon Monoxide. CO is a colorless and odorless gas formed by the incomplete combustion of fossil fuels. CO is emitted almost exclusively from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas such as the project location, automobile exhaust accounts for the majority of CO emissions. CO is a non-reactive air pollutant that dissipates relatively quickly, so ambient CO concentrations generally follow the spacial and temporal distributions of vehicular traffic. CO concentrations are influenced by local meteorological conditions, primarily wind speed, topography, and atmospheric stability. CO from motor vehicle exhaust can become locally concentrated when surface-based temperature inversions are combined with calm atmospheric conditions, a typical situation at dusk in urban areas between November and February.[2] The highest levels of CO typically occur during the colder months of the year when inversion conditions are more frequent. In terms of health, CO competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can be dizziness, fatigue, and impairment of central nervous system functions.

Ozone. O_3 is a colorless gas that is formed in the atmosphere when reactive organic gases (ROG), which includes VOC, and NO_X react in the presence of ultraviolet sunlight. O_3 is not a primary pollutant; it is a secondary pollutant formed by complex interactions of two pollutants directly emitted into the atmosphere. The primary sources of ROG and NO_X, the components of O_3, are automobile exhaust and industrial sources. Meteorology and terrain play major roles in O_3 formation. Ideal conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. The greatest source of smog-producing gases is the automobile. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes.

[2]Inversion is an atmospheric condition in which a layer of warm air traps cooler air near the surface of the earth, preventing the normal rising of surface air.

Nitrogen Dioxide. NO_2, like O_3, is not directly emitted into the atmosphere but is formed by an atmospheric chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to O_3 formation. NO_2 also contributes to the formation of PM_{10}. High concentrations of NO_2 can cause breathing difficulties and result in a brownish-red cast to the atmosphere with reduced visibility. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase of bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 ppm.

Sulfur Dioxide. SO_2 is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Main sources of SO_2 are coal and oil used in power plants and industries. Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. SO_2 is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms and diminished ventilator function in children. SO_2 can also yellow plant leaves and erode iron and steel.

Particulate Matter. Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter also forms when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. $PM_{2.5}$ and PM_{10} represent fractions of particulate matter. Fine particulate matter, or $PM_{2.5}$, is roughly 1/28 the diameter of a human hair. $PM_{2.5}$ results from fuel combustion (e.g. motor vehicles, power generation, and industrial facilities), residential fireplaces, and wood stoves. In addition, $PM_{2.5}$ can be formed in the atmosphere from gases such as SO_2, NO_X, and VOC. Inhalable particulate matter, or PM_{10}, is about 1/7 the thickness of a human hair. Major sources of PM_{10} include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and brush/waste burning, industrial sources, windblown dust from open lands; and atmospheric chemical and photochemical reactions.

$PM_{2.5}$ and PM_{10} pose a greater health risk than larger-size particles. When inhaled, these tiny particles can penetrate the human respiratory system's natural defenses and damage the respiratory tract. $PM_{2.5}$ and PM_{10} can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Very small particles of substances, such as lead, sulfates, and nitrates can cause lung damage directly. These substances can be absorbed into the blood stream and cause damage elsewhere in the body. These substances can transport absorbed gases, such as chlorides or ammonium, into the lungs and cause injury. Whereas PM_{10} tends to collect in the upper portion of the respiratory system, $PM_{2.5}$ is so tiny that it can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce regional visibility.

Lead. Pb in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline, the manufacturers of batteries, paint, ink, ceramics, and ammunition and secondary lead smelters. Prior to 1978, mobile emissions were the primary source of atmospheric lead. Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall inventory of airborne lead by nearly 95 percent. With the phase-out of leaded gasoline, secondary lead smelters, battery recycling, and manufacturing facilities are becoming lead-emission sources of greater concern.

Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Of particular concern are low-level lead exposures during infancy and childhood. Such exposures are associated with

decrements in neurobehavioral performance, including intelligence quotient performance, psychomotor performance, reaction time, and growth.

Toxic Air Contaminants. A substance is considered toxic if it has the potential to cause adverse health effects in humans. A toxic substance released into the air is considered a toxic air contaminant (TAC). TACs are identified by State and federal agencies based on a review of available scientific evidence. In the State of California, TACs are identified through a two-step process that was established in 1983 under the Toxic Air Contaminant Identification and Control Act, Assembly Bill 1807, Tanner. This two-step process of risk identification and risk management was designed to protect residents from the health effects of toxic substances in the air.

The SCAQMD has a long and successful history of reducing air toxics and criteria emissions in the South Coast Air Basin. SCAQMD has an extensive control program, including traditional and innovative rules and policies. These policies can be viewed in the SCAQMD's *Air Toxics Control Plan for the Next Ten Years (*March 2000*)*.

Greenhouse Gases. Greenhouse gas (GHG) emissions refer to a group of emissions that are generally believed to affect global climate conditions. Simply put, the greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit ($^{\circ}$F). Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5°F.

In addition to CO_2, CH_4, and N_2O, GHGs include hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and water vapor. Of all the GHGs, CO_2 is the most abundant pollutant that contributes to climate change through fossil fuel combustion. CO_2 comprised 81 percent of the total GHG emissions in California in 2002 and non-fossil fuel CO_2 comprised 2.3 percent.[3] The other GHGs are less abundant but have higher global warming potential than CO_2. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent mass of CO_2, denoted as CO_2e. The CO_2e of CH4 and N2O represented 6.4 and 6.8 percent, respectively, of the 2002 California GHG emissions. Other high global warming potential gases represented 3.5 percent of these emissions. In addition, there are a number of man-made pollutants, such as CO, NO_X, non-methane VOC, and SO_2, that have indirect effects on terrestrial or solar radiation absorption by influencing the formation or destruction of other climate change emissions.

3.2 REGULATORY SETTING

The Federal Clean Air Act (CAA) governs air quality in the United States. In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). At the federal level, CAA is administered by the United States Environmental Protection Agency (USEPA). In California, the CCAA is administered by the California Air Resources Board (CARB) at the State level and by the air quality management districts and air pollution control districts at the regional and local levels.

United States Environmental Protection Agency. USEPA is responsible for enforcing the federal CAA. USEPA is also responsible for establishing the National Ambient Air Quality Standards (NAAQS). NAAQS are required under the 1977 CAA and subsequent amendments.

[3]California Environmental Protection Agency, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006, p. 11.

USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside State waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in States other than California. Automobiles sold in California must meet stricter emission standards established by CARB.

California Air Resources Board. CARB, which became part of the California Environmental Protection Agency (CalEPA) in 1991, is responsible for meeting the State requirements of the federal CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles. CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel specifications, which became effective on March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.

South Coast Air Quality Management District. SCAQMD monitors air quality within the project area. SCAQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The 1977 Lewis Air Quality Management Act created SCAQMD to coordinate air quality planning efforts throughout Southern California. This Act merged four county air pollution control agencies into one regional district to better address the issue of improving air quality in Southern California. Under the Act, renamed the Lewis-Presley Air Quality Management Act in 1988, SCAQMD is the agency principally responsible for comprehensive air pollution control in the South Coast Air Basin (Basin). Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards in the district. Programs that were developed include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

The Basin is a subregion of the SCAQMD and covers an area of 6,745 square miles. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. The Basin is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto mountains to the north and east; and the San Diego County line to the south (**Figure AQ-1**).

Global Climate Change. Global climate change refers to variances in Earth's meteorological conditions, which are measured by wind patterns, storms, precipitation, and temperature. There is general scientific agreement that the Earth's average surface temperature has increased by 0.3 to 0.6 degrees Celsius over the past century.[4] The reasons behind the increase in temperature are not well understood and are the subject of intense research activity. Many scientific studies have been completed to determine the extent that CHG emissions from human sources (e.g., fossil fuel combustion) affect the Earth's climate. The interrelationships between atmospheric composition,

[4]Finlayson-Pitts, Barbara J., and James N. Pitts, Jr., *Chemistry of the Upper and Lower Atmosphere*, 1999.



LEGEND:

South Coast Air Basin

State of California

SOURCE: California Air Resources Board, State and Local Air Monitoring Network Plan, October 1998

Approx. Scale

N

0 75 150 Miles

taha

Westfield Fashion Square Expansion Project
Air Quality and Noise Impact Report

taha 2006-127 Planning Associates

FIGURE AQ-1

SOUTH COAST AIR BASIN

chemistry, and climate change are very complex. For example, historical records indicate a natural variability in surface temperature.[5] Historical records also indicate that atmospheric concentrations of a number of GHG have increased significantly since the beginning of the industrial revolution.[6] As such, significant attention is being given to anthropogenic (human) GHG emissions.

Many chemical compounds found in the Earth's atmosphere act as GHGs. These gases allow sunlight to enter the atmosphere freely. When sunlight strikes the Earth's surface, some of it is reflected back towards space as infrared radiation (heat). GHGs absorb this infrared radiation and trap the heat in the atmosphere. Over time, the amount of energy sent from the sun to the Earth's surface should be approximately equal to the amount of energy radiated from Earth back into space, leaving the temperature of the Earth's surface roughly constant. Some GHG are emitted naturally (water vapor, CO_2, CH_4, and N_2O), while others are exclusively human-made (e.g., gases used for aerosols). According to the California Energy Commission (CEC), emissions from fossil fuel consumption represent approximately 81 percent of GHG emissions and transportation creates 41 percent of GHG emissions in California.[7]

The State of California has traditionally been a pioneer in efforts to reduce air pollution, dating back to 1963 when the California New Motor Vehicle Pollution Control Board adopted the nation's first motor vehicle emission standards. Likewise, California has a long history of actions undertaken in response to the threat posed by climate change. Assembly Bill (AB) 1493, signed by California's governor in July 2002, requires passenger vehicles and light duty trucks to achieve maximum feasible reduction of GHG emissions by model year 2009.[8] AB 1493 was enacted based on recognition that passenger cars are significant contributors to the State's GHG emissions. in response to the threat posed by climate change. AB 1493, signed by California's governor in July 2002, requires passenger vehicles and light duty trucks to achieve maximum feasible reduction of GHG emissions by model year 2009.[9] AB 1493 was enacted based on recognition that passenger cars are significant contributors to the State's GHG emissions.

Following the passage of the bill, the CARB was tasked to determine the reduction targets based on CARB's analysis of available and near-term technology and cost. After evaluating the options, the CARB established limits that will result in approximately a 22-percent reduction in GHG emissions from new vehicles by 2012, and approximately a 30-percent reduction by 2016.[10] The Federal Clean Air Act reserves the control of emissions from motor vehicles to the federal government,with the exception of California due to its early activity and special conditions (i.e., high density of motor vehicles, topography conducive to pollution formation in heavily populated basins—e.g., Los Angeles and the San Joaquin Valley), and any states that opt for the California regulations. For California to implement a modification such as that represented in AB 1493, it must request a waiver pursuant to Section 209 of the Federal Clean Air Act. The United States Environmental Protection Agency (USEPA) has not ruled on California's request for a waiver, thereby possibly delaying CARB's proposed implementation schedule.

[5] *Ibid*.
[6] *Ibid*.
[7] California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004*, http://www.energy.ca.gov/2006publications/CEC-600-2006-013/CEC-600-2006-013-SF.PDF, December 2006.
[8] State of California, AB 1493, July 22, 2002.
[9] State of California, AB 1493, July 22, 2002.
[10] Green Car Congress, *EPA Concludes Public Hearings on California Waiver for New Vehicle CO_2 Regulations*, http://www.greencarcongress.com/2007/05/epa_concludes_p.html, May 31, 2007.

On September 27, 2006, AB 32, the California Global Warming Solutions Act of 2006, was enacted by the State of California.[11] In that statute, the Legislature stated that "Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California." AB 32 seeks to, among other things, cap California's GHG emissions at 1990 levels by 2020. Relevant gases defined by AB 32 as GHG pollutants include CO_2, CH_4, N_2O.[12] While acknowledging that national and international actions will be necessary to fully address the issue of global warming, AB 32 lays out a program to inventory and reduce GHG emissions in California. This bill represents the first enforceable Statewide program in the United States to cap all GHG emissions from major industries and include penalties for non-compliance.

AB 32 charges CARB with the responsibility to monitor and regulate sources of GHG emissions in order to reduce those emissions. On June 1 2007, the CARB adopted three discrete early action measures to reduce GHG emissions. These measures involve complying with a low carbon fuel standard, reducing refrigerant loss from motor vehicle air conditioning maintenance and increasing methane capture from landfills.[13] On October 25, 2007, the CARB tripled the set of previously approved early action measures. The newly approved measures include Smartway truck efficiency (i.e., reducing aerodynamic drag), port electrification, reducing perfluorocarbons from the semiconductor industry, reducing propellants in consumer products, promoting proper tire inflation in vehicles, and reducing sulfur hexaflouride emissions from the non-electricity sector. AB 32 also required CARB to define the 1990 baseline emissions for California and adopt that baseline as the 2020 statewide emissions cap. CARB has determined that the total statewide aggregated greenhouse gas 1990 emissions level and 2020 emissions limit is 427 million metric tonnes of carbon dioxide equivalent.

CARB has been tasked to establish a "scoping" plan by January 1, 2009 for achieving reductions in GHG emissions, and regulations by January 1, 2011 for reducing GHG emissions to achieve the emissions cap by 2020,[14] which rules would take effect no later than 2012.[15] In designing emission reduction measures, CARB must aim to minimize costs, maximize benefits, improve and modernize California's energy infrastructure, maintain electric system reliability, maximize additional environmental and economic benefits for California, and complement the State's ongoing efforts to improve air quality. AB 32 also directs CARB to "recommend a *de minimis* threshold of greenhouse gas emissions below which emissions reduction requirements will not apply" by January 1, 2009. HSC § 38561(e). CARB has suggested a 25,000 metric ton emissions level as a possible *de minimis* threshold.

California Senate Bill (SB) 97, passed in August 2007, is designed to work in conjunction with the California Environmental Quality Act (CEQA) and AB 32.[16] CEQA requires the State Office of Planning and Research (OPR) to prepare and develop guidelines for the implementation of CEQA by public agencies. SB 97 requires OPR by July 1, 2009 to prepare, develop, and transmit to the State Resources Agency its proposed guidelines for the feasible mitigation of GHG emissions, as required by CEQA, including, but not limited to, effects associated with transportation or energy consumption. The Resources Agency is required to certify and adopt the guidelines by January

[11]State of California, Health and Safety Code, Division 25.5 (California Global Warming Solutions Act of 2006), September 27, 2006.

[12]AB 32 also defines hydrofluorocarbons, perfluorocarbons and sulfur hexaflouride as GHG pollutants but these gases would not be emitted by the proposed Fashion Square expansion project.

[13]California Air Resources Board, *Proposed Early Action Measures to Mitigate Climate Change in California*, April 20, 2007.

[14]State of California, Health and Safety Code, Division 25.5 (California Global Warming Solutions Act of 2006), September 27, 2006.

[15]*Ibid*.

[16]State of California, SB 97, August 21, 2007.

2010, and OPR is required to periodically update the guidelines to incorporate new information or criteria established by the CARB pursuant to AB 32. SB 97 would apply to any proposed or draft environmental impact report, negative declaration, mitigated negative declaration, or other document prepared under CEQA that has not been certified or adopted by the CEQA lead agency as of the effective date of the new guidelines. In addition, SB 97 exempts transportation projects funded under the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006, or projects funded under the Disaster Preparedness and Flood Prevention Bond Act of 2006.

The OPR CEQA guidelines will provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents. In the interim, OPR has published informal guidance regarding the steps lead agencies should take to address climate change in their CEQA documents.[17] According to the OPR, lead agencies should determine whether GHG may be generated by a proposed project, and if so, quantify or estimate the GHG emissions by type and source. When assessing whether a project's effects on climate change are "cumulatively considerable" even though its GHG contribution may be individually limited, the lead agency must consider the impact of the project when viewed in connection with the effects of past, current, and probable future projects. Finally, if the lead agency determines that the GHG emissions from the project as proposed are potentially significant, it must investigate and implement ways to avoid, reduce, or otherwise mitigate the impacts of those emissions.

The SCAQMD has convened a GHG CEQA Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. Members of the working group include government agencies implementing CEQA and representatives from various stakeholder groups that will provide input to the SCAQMD staff on developing GHG CEQA significance thresholds. The working group is currently discussing multiple methodologies for determining project significance. These methodologies include categorical exemptions, consistency with regional GHG budgets in approved plans, a numerical threshold, performance standards, and emissions offsets.

At this time, the USEPA does not regulate GHG emissions. However, in the case of *Massachusetts versus USEPA*, the United States Supreme Court issued a ruling (April 2007) that reviewed a USEPA decision not to regulate GHG emissions from cars and trucks under the Clean Air Act. The lawsuit focused on Section 202 of the Clean Air Act. The case resolved the following legal issues: (1) the Clean Air Act grants the USEPA authority to regulate GHG emissions, and (2) USEPA did not properly exercise its lawful discretion in deciding not to promulgate regulations concerning GHG emissions.

Adopted by the CEC on November 5, 2003, Title 24 is the 2005 Building Energy Efficiency Standards for Residential and Nonresidential Buildings. Title 24 is considered one of the most stringent set of regulations for energy conservation in new buildings in the country. Mandatory measures in Title 24 requirements include, but are not limited to, minimum ceiling, wall, and raised floor insulation, minimum Heating, Ventilating and Air Conditioning (HVAC), and minimum water heating equipment efficiencies. The 2005 Standards (for residential and nonresidential buildings) are expected to reduce electricity use by 478 gigawatt-hours per year (GWh/y) and reduce the growth in natural gas use by 8.8 million therms per year.[18] The savings attributable to new nonresidential buildings are 163.2 GWh/y of electricity savings and 0.5 million therms of natural

[17]State of California, Governor's Office of Planning and Research, CEQA and Climate Change: Addressing Climate Change through California Environmental Climate Act (CEQA) Review, June 19, 2008.

[18]California Energy Commission, *2005 Building Energy Efficiency Standards Nonresidential Compliance Manual*, March 2005.

gas.[19] Additional savings result from the application of the Standards on building alterations. In particular, requirements for cool roofs, lighting and air distribution ducts are expected to save about 175 GWh/y of electricity.[20] The State's energy efficiency standards represent an important strategy that can make an important contribution to the reduction of GHG emissions.

In addition to the State regulations, the City of Los Angeles has issued guidance promoting green building to reduce GHG emissions. The goal of the Green LA Action Plan (Plan) is to reduce greenhouse gas emissions 35 percent below 1990 levels by 2030.[21] The Plan identifies objectives and actions designed to make the City a leader in confronting global climate change. The measures would reduce emissions directly from municipal facilities and operations, and create a framework to address City-wide GHG emissions. The Plan lists various focus areas in which to implement GHG reduction strategies. Focus areas listed in the Plan include energy, water, transportation, land use, waste, port, airport, and ensuring that changes to the local climate are incorporated into planning and building decisions. The Plan discusses City goals for each focus area as follows:

Energy

- Increase the generation of renewable energy;
- Develop sustainable construction guidelines;
- Increase City-wide energy efficiency; and
- Promote energy conservation.

Water

- Decrease per capita water use to reduce electricity demand associated with water pumping and treatment.

Transportation

- Power the City vehicle fleet with alternative fuels; and
- Promote alternative transportation (e.g., mass transit and rideshare).

Other Goals

- Create a more livable City through land use regulations;
- Increase recycling, reducing emissions generated by activity associated with the Port of Los Angeles and regional airports;
- Create more city parks, promoting the environmental economic sector; and
- Adapt planning and building policies to incorporate climate change policy.

3.2.1 National and California Ambient Air Quality Standards and Attainment Status

As required by the federal CAA, NAAQS have been established for seven major air pollutants: CO, NO_2, O_3, $PM_{2.5}$, PM_{10}, SO_2, and Pb. The CAA requires USEPA to designate areas as either attainment or nonattainment for each criteria pollutant based on whether the NAAQS have been achieved. The federal standards are summarized in **Table 3-1.** The USEPA has classified the Basin as maintenance for CO and nonattainment for O_3, $PM_{2.5}$, and PM_{10}.

[19] *Ibid*.
[20] *Ibid*.
[21] City of Los Angeles, *Green LA: An Action Plan to Lead the Nation in Fighting Global Warming*, May 2007.

As discussed above, the CAAQS are generally more stringent than the corresponding federal standards (NAAQS) and, as such, are used as the comparative standard in the air quality analysis contained in this report. The State standards are summarized in **Table 3-1.**

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS have been achieved. Under the CCAA, areas are designated as non-attainment for a pollutant if air quality data shows that a State standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a State standard and are not used as a basis for designating areas as nonattainment. The state standards are also summarized in **Table 3-1.** Under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, $PM_{2.5}$, and PM_{10}.[22]

All areas designated as nonattainment under the CCAA are required to prepare plans showing how the area would meet the State air quality standards by its attainment dates. The AQMP is the region's plan for improving air quality in the region. It addresses CAA and CCAA requirements and demonstrates attainment with State and federal ambient air quality standards. The AQMP is prepared by SCAQMD and the Southern California Association of Governments (SCAG). The AQMP provides policies and control measures that reduce emissions to attain both State and federal ambient air quality standards by their applicable deadlines. Environmental review of individual projects within the Basin must analyze whether the proposed project's daily construction and operational emissions would exceed thresholds established by the SCAQMD. The environmental review must also analyze whether individual projects would not increase the number or severity of existing air quality violations.

3.2.2 Air Quality Management Plan

All areas designated as nonattainment under the CCAA are required to prepare plans showing how the area would meet the State air quality standards by its attainment dates. The AQMP is the region's plan for improving air quality in the region. It addresses CAA and CCAA requirements and demonstrates attainment with State and federal ambient air quality standards. The AQMP is prepared by SCAQMD and SCAG. The AQMP provides policies and control measures that reduce emissions to attain both State and federal ambient air quality standards by their applicable deadlines. Environmental review of individual projects within the Basin must demonstrate that daily construction and operational emissions thresholds, as established by the SCAQMD, would not be exceeded. The environmental review must also demonstrate that individual projects would not increase the number or severity of existing air quality violations.

The 2007 AQMP was adopted by the SCAQMD on June 1, 2007. The 2007 AQMP proposes attainment demonstration of the federal $PM_{2.5}$ standards through a more focused control of SO_X, directly-emitted $PM_{2.5}$, and NO_X supplemented with VOC by 2015. The eight-hour ozone control strategy builds upon the $PM_{2.5}$ strategy, augmented with additional NO_X and VOC reductions to meet the standard by 2024. The 2007 AQMP also addresses several federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The 2007 AQMP is consistent with and builds upon the approaches taken in the 2003 AQMP. However, the 2007 AQMP highlights the significant amount of reductions needed and the urgent need to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria pollutant standards within the time frames allowed under the CAA.

[22]CARB, http://www.arb.ca.gov/desig/adm/adm.htm, accessed January26, 2008.

TABLE 3-1: STATE AND NATIONAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Nonattainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	n/a	0.08 ppm (157 µg/m^3)	Nonattainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Nonattainment	150 µg/m^3	Nonattainment
	Annual Arithmetic Mean	20 µg/m^3	Nonattainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Nonattainment
	Annual Arithmetic Mean	12 µg/m^3	Nonattainment	15 µg/m^3	Nonattainment
Carbon Monoxide (CO)	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (56 µg/m^3)	Attainment	0.053 ppm (100 µg/m^3)	Attainment
	1-hour	0.18 ppm (338 µg/m^3)	Attainment	--	--
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	--	--	0.030 ppm (80 µg/m^3)	Attainment
	24-hour	0.04 ppm (105 µg/m^3)	Attainment	0.14 ppm (365 µg/m^3)	Attainment
	3-hour	--	--	--	--
	1-hour	0.25 ppm (655 µg/m^3)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	--	--
	Calendar Quarter	--	--	1.5 µg/m^3	Attainment

n/a = not available
SOURCE: CARB, *Ambient Air Quality Standards*, February 22, 2007.

3.3 EXISTING AIR QUALITY

3.3.1 Air Pollution Climatology

The project site is located within the Los Angeles County portion of the Basin. Ambient pollution concentrations recorded in Los Angeles County are among the highest in the four counties comprising the Basin.

The Basin is in an area of high air pollution potential due to its climate and topography. The general region lies in the semi-permanent high pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. This Basin experiences warm summers, mild winters, infrequent rainfalls, light winds, and moderate humidity. This usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of its perimeter. The mountains and hills within the area contribute to the variation of rainfall, temperature, and winds throughout the region.

The Basin experiences frequent temperature inversions. Temperature typically decreases with height. However, under inversion conditions, temperature increases as altitude increases, thereby preventing air close to the ground from mixing with the air above it. As a result, air pollutants are trapped near the ground. During the summer, air quality problems are created due to the interaction between the ocean surface and the lower layer of the atmosphere. This interaction creates a moist marine layer. An upper layer of warm air mass forms over the cool marine layer, preventing air pollutants from dispersing upward. Additionally, hydrocarbons and NO_2 react under strong sunlight, creating smog. Light, daytime winds, predominantly from the west, further aggravate the condition by driving air pollutants inland, toward the mountains. During the fall and winter, air quality problems are created due to CO and NO_2 emissions. CO concentrations are generally worse in the morning and late evening (around 10:00 p.m.). In the morning, CO levels are relatively high due to cold temperatures and the large number of cars traveling. High CO levels during the late evenings are a result of stagnant atmospheric conditions trapping CO in the area. Since CO is produced almost entirely from automobiles, the highest CO concentrations in the Basin are associated with heavy traffic. NO_2 levels are also generally higher during fall and winter days.

3.3.2 Local Climate

The mountains and hills within the Basin contribute to the variation of rainfall, temperature, and winds throughout the region. Within the project site and its vicinity, the average wind speed, as recorded at the Burbank Wind Monitoring Station, is approximately 4.1 miles per hour, with calm winds occurring approximately 13.8 percent of the time. Wind in the vicinity of the project site predominately blows from the West.[23]

The annual average temperature in the project area is 64.1 °F. The project area experiences an average winter temperature of approximately 55.2°F and an average summer temperature of approximately 73.1°F. Total precipitation in the project area averages approximately 16.5 inches annually. Precipitation occurs mostly during the winter and relatively infrequently during the summer. Precipitation averages approximately 9.6 inches during the winter, approximately 4.4

[23]SCAQMD, http://www.aqmd.gov/smog/metdata/MeteorologicalData.html. See Appendix A.

inches during the spring, approximately 2.3 inches during the fall, and less than 1 inch during the summer.[24]

3.3.3 Air Monitoring Data

The SCAQMD monitors air quality conditions at 38 locations throughout the Basin. The project site is located in SCAQMD's East San Fernando Valley Air Monitoring Subregion, which is served by the Burbank Monitoring Station, located approximately 7.8 miles east of the project site on 228 West Palm Avenue between Victory Boulevard and Lake Street in the City of Burbank (**Figure AQ-2**). Historical data from the Burbank Monitoring Station were used to characterize existing conditions in the vicinity of the project area. Criteria pollutants monitored at the Burbank Monitoring Station include O_3, CO, NO_2, PM_{10}, and $PM_{2.5}$.

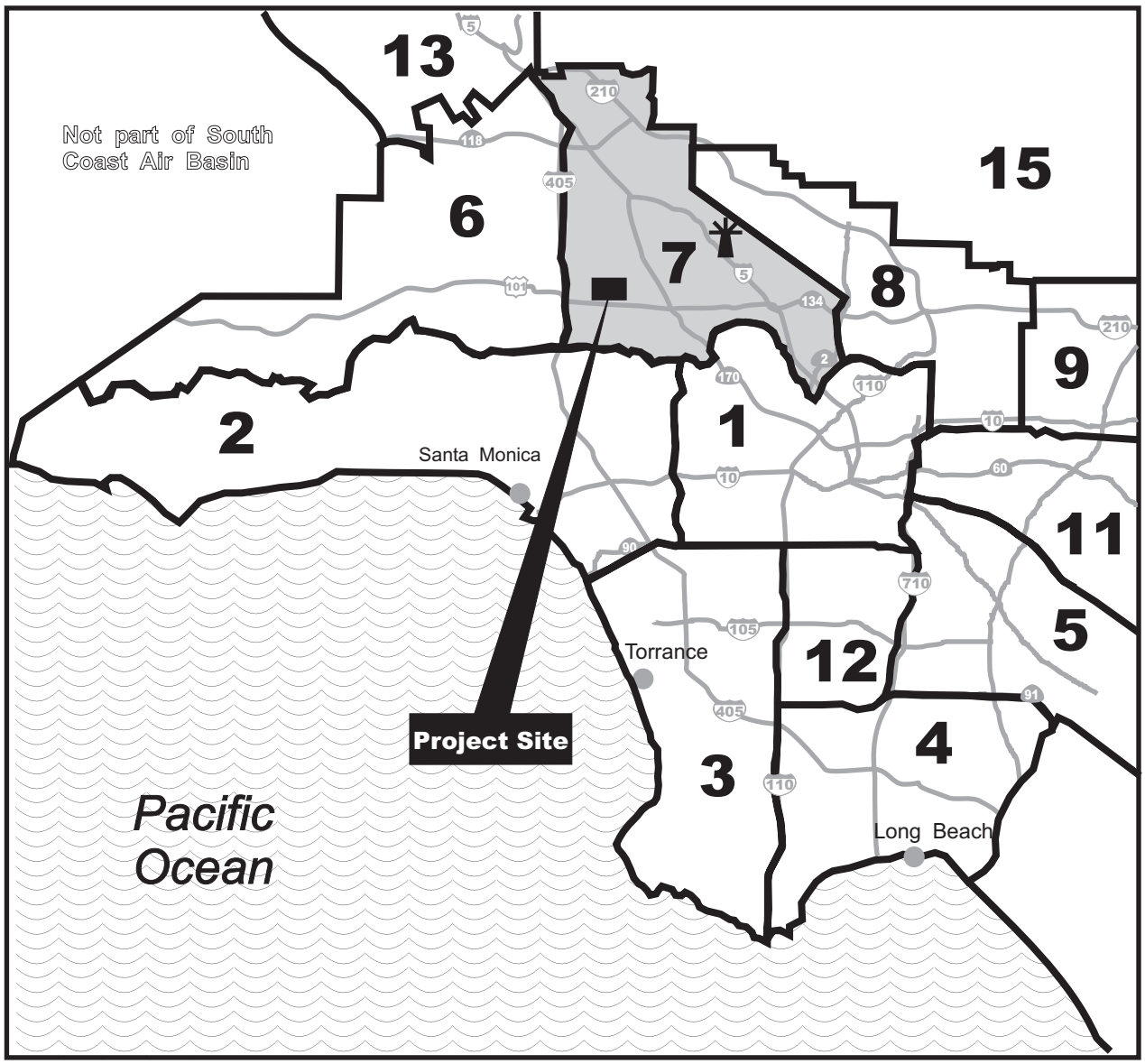
Table 3-2 shows pollutant levels, the State standards, and the number of exceedances recorded at the Burbank Monitoring Station from 2004 to 2006. The CAAQS for the criteria pollutants are also shown in the table. As **Table 3-2** indicates, criteria pollutants CO, NO_2, and SO_2 did not exceed the CAAQS during the 2004 through 2006 period. However, the one-hour State standard for O_3 was exceeded 65 times during this period, and the eight-hour State standard for O_3 was exceeded 72 times. Additionally, the 24-hour State standard for PM_{10} was exceeded four times in 2004, five times in 2005, and ten times in 2006. The annual State standard for $PM_{2.5}$ was exceeded every year from 2004 to 2006. A summary of the data recorded at the monitoring station is included in Appendix B.

TABLE 3-2: 2004-2006 AMBIENT AIR QUALITY DATA IN PROJECT VICINITY

Pollutant	Pollutant Concentration & Standards	Number of Days Above State Standard		
		2004	2005	2006
Ozone	Maximum 1-hr Concentration (ppm)	0.14	0.14	0.17
	Days > 0.09 ppm (State 1-hr standard)	27	13	25
	Maximum 8-hr Concentration (ppm)	0.11	0.11	0.13
	Days > 0.07 ppm (State 8-hr standard)	37	12	23
Carbon Monoxide	Maximum 1-hr concentration (ppm)	5	4	4
	Days > 20 ppm (State1-hr standard)	0	0	0
	Maximum 8-hr concentration (ppm)	3.7	3.4	3.5
	Days > 9.0 ppm (State 8-hr standard)	0	0	0
Nitrogen Dioxide	Maximum 1-hr Concentration (ppm)	0.12	0.09	0.1
	Days > 0.18 ppm (State 1-hr standard)	0	0	0
PM_{10}	Maximum 24-hr concentration (µg/m^3)	74	92	71
	Estimated Days > 50 µg/m^3 (State 24-hr standard)	7	5	10
$PM_{2.5}$	Maximum 24-hr concentration (µg/m^3)	60	63	50.7
	Exceed Standard (12 µg/m^3 Annual Arithmetic Mean)?	Yes	Yes	Yes
Sulfur Dioxide	Maximum 24-hr Concentration (ppm)	0.01	0.006	0.004
	Days > 0.04 ppm (State 24-hr standard)	0	0	0

SOURCE: SCAQMD, http://www.aqmd.gov/smog/historicaldata.htm, (Appendix B)

[24]Western Regional Climate Center, http:// www.wrrc.dri.edu, accessed July 26, 2007. See Appendix A.



SOURCE: South Coast Air Quality Management District Air Monitoring Areas Map, 1999

FIGURE AQ-2

AIR MONITORING AREAS

3.3.4 Background Carbon Monoxide Conditions

CO concentrations are typically used as an indicator of conformity with CAAQS because CO is the primary component of automobile exhaust (tailpipe emissions), and it does not readily react with other pollutants. In other words, operational air quality impacts associated with a project are generally best reflected through estimated changes in CO concentrations.

For purposes of this assessment, the ambient, or background CO concentration, is first established. SCAQMD defines the background level as the highest reading over the past three years. A review of data from the Burbank Monitoring Station for the 2004 to 2006 period indicates that the one- and eight-hour background concentrations are approximately 5 and 3.7 ppm, respectively. Accordingly, the existing one- and eight-hour background concentrations do not exceed the State CO standard of 20 ppm and 9.0 ppm, respectively.

3.3.5 Existing Carbon Monoxide Concentrations at Project Area Intersections

There is a direct relationship between traffic/circulation congestion and CO impacts since exhaust fumes from vehicular traffic are the primary source of CO. CO is a localized gas that dissipates very quickly under normal meteorological conditions. Therefore, CO concentrations decrease substantially as distance from the source (intersection) increases. The highest CO concentrations are typically found in areas directly adjacent to congested roadway intersections.

Existing CO concentrations adjacent to nine study intersections were modeled for the weekday and weekend conditions. The study intersections were selected to be representative of the project area and were based on traffic volume to capacity (V/C) ratio and the traffic level of service (LOS) as indicated in the traffic analysis.[25,26]

The selected weekday intersections are as follows:

- Hazeltine Avenue/Riverside Drive - PM Peak Hour
- Hazeltine Avenue/Ventura Boulevard - AM Peak Hour
- Hazeltine Avenue/Magnolia Boulevard - PM Peak Hour
- Woodman Avenue/US-101 Westbound Ramps - PM Peak Hour
- Woodman Avenue/Riverside Drive - PM Peak Hour
- Van Nuys Boulevard/Riverside Drive - PM Peak Hour

The selected weekend intersections are as follows:

- Hazeltine Avenue/Riverside Drive
- Woodman Avenue/Riverside Drive
- Woodman Avenue/US-101 Westbound Ramps

At each intersection, traffic-related CO contributions were added to background CO conditions. Traffic CO contributions were estimated using the USEPA CAL3QHC dispersion model, which utilizes traffic volume inputs and CARB EMFAC2007 emissions factors. Consistent with the California Department of Transportation CO protocol, receptors for the one-hour analysis were

[25]Level of service is used to indicate the quality of traffic flow on roadway segments and at intersections. Level of service ranges from LOS A (free flow, little congestion) to LOS F (forced flow, extreme congestion).

[26]Linscott Law & Greenspan Engineers, February 21, 2008. *Traffic Study for the Sherman Oaks Fashion Square Expansion Project.*

located 3 meters (approximately 10 feet) from each intersection corner.[27] Existing weekday and weekend conditions at the study intersections are shown in **Table 3-3** and **Table 3-4**, respectively.

TABLE 3-3: EXISTING CARBON MONOXIDE CONCENTRATIONS - WEEKDAY CONDITIONS /a/

Intersection	1-hour	8-hour
Hazeltine Avenue/Riverside Drive	6	4.4
Hazeltine Avenue/Ventura Boulevard	7	4.7
Hazeltine Avenue/Magnolia Boulevard	7	4.5
Woodman Avenue/US-101 Westbound Ramps	6	4.3
Woodman Avenue/Riverside Drive	7	4.6
Van Nuys Boulevard/Riverside Drive	7	4.9
State Standard	**20**	**9.0**

/a/ All concentrations include one- and eight-hour ambient concentrations of 5 ppm and 3.7 ppm, respectively.
SOURCE: TAHA, 2008 (Appendix C)

TABLE 3-4: EXISTING CARBON MONOXIDE CONCENTRATIONS - WEEKEND CONDITIONS /a/

Intersection	1-hour	8-hour
Hazeltine Avenue/Riverside Drive	6	4.3
Woodman Avenue/Riverside Drive	7	4.5
Woodman Avenue/US-101 Westbound Ramps	6	4.3
State Standard	**20**	**9.0**

/a/ All concentrations include one- and eight-hour ambient concentrations of 5 ppm and 3.7 ppm, respectively.
SOURCE: TAHA, 2008 (Appendix C)

During the weekday, one-hour CO concentrations range from approximately 6 ppm to 7 ppm and eight-hour CO concentrations range from approximately 4.3 ppm to 4.9 ppm. During the weekend, one-hour CO concentrations range from approximately 6 ppm to 7 ppm and eight-hour CO concentrations range from approximately 4.3 ppm to 4.5 ppm. Presently, none of the study intersections exceed the State one- and eight-hour CO standards of 20 ppm and 9.0 ppm, respectively.

3.3.6 Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. CARB has identified the following groups who are most likely to be affected by air pollution: children under 14, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

[27] Caltrans, *Transportation Project-Level Carbon Monoxide Protocol*, 1997.

As shown in **Figure AQ-3**, sensitive receptors within one-quarter mile (1,320 feet) of the project site include the following:

- Multi-family residences located approximately 120 feet north of the project site, across Riverside Drive
- Single-family residences located approximately 250 feet east of the project site, across Woodman Avenue
- Notre Dame High School located approximately 575 feet northeast of the project site, across Riverside Drive
- Single-family residences located approximately 700 feet west of the project site on Calhoun Avenue and Riverside Drive
- Van Nuys Sherman Oaks Park located approximately 800 feet northeast of the project site, along Hazeltine Avenue

The above sensitive receptors represent the nearest residential, recreational, and school land uses with the potential to be impacted by the proposed project. Additional single-family and multi-family residences are located in the surrounding community within one-quarter mile of the project site.

3.4 METHODOLOGY AND SIGNIFICANCE CRITERIA

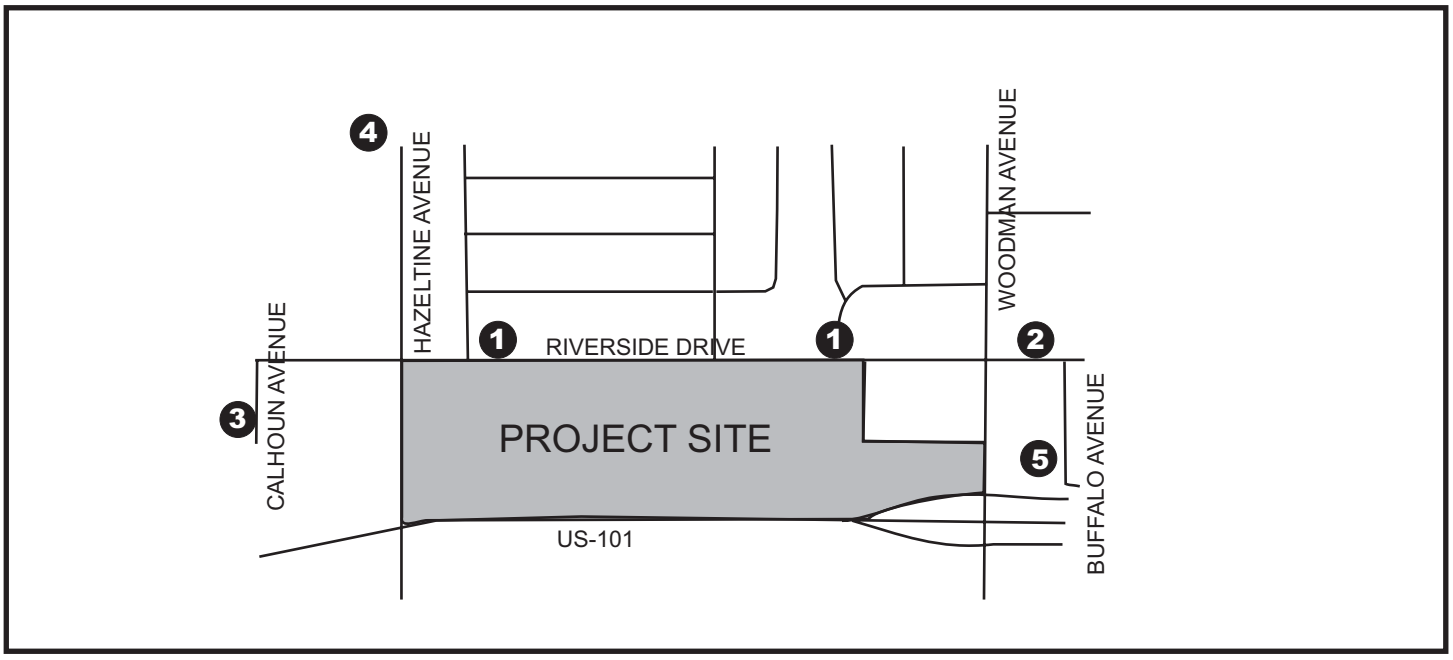
3.4.1 Methodology

This air quality analysis is consistent with the methods described in the SCAQMD *CEQA Air Quality Handbook* (1993 edition), as well as the updates to the CEQA Air Quality Handbook, as provided on the SCAQMD website.[28]

Regional and localized construction emissions were analyzed for the proposed project. Construction emissions (i.e., demolition, site preparation, and building construction) were calculated using CARB's URBEMIS2007 model. Regional emissions were compared to SCAQMD regional thresholds to determine project impact significance. The localized construction analysis followed guidelines published by the SCAQMD in the *Localized Significance Methodology for CEQA Evaluations* (SCAQMD Localized Significance Threshold (LST) Guidance Document).[29] In January 2005, the SCAQMD supplemented the SCAQMD LST Guidance Document with *Sample Construction Scenarios for Projects Less than Five Acres in Size*.[30]

URBEMIS2007 was also used to calculate operational emissions (i.e., mobile and area). Localized CO emissions were calculated utilizing USEPA's CAL3QHC dispersion model and CARB's EMFAC2007 model. EMFAC2007 is the latest emission inventory model that calculates emission inventories and emission rates for motor vehicles operating on roads in California. This model reflects the CARB's current understanding of how vehicles travel and how much they pollute. The EMFAC2007 model can be used to show how California motor vehicle emissions have changed over time and are projected to change in the future. CAL3QHC is a model developed by USEPA to predict CO and other pollutant concentrations from motor vehicles at roadway intersections. The

[28]SCAQMD, http://www.aqmd.gov/ceqa/hdbk.html, accessed July 26, 2007.
[29]SCAQMD, *Localized Significance Methodology*, June 2003.
[30]SCAQMD, *Sample Construction Scenarios for Projects Less than Five Acres in Size, January 2005*.



LEGEND:

(#) Air Quality Sensitive Receptors

1. Multi-Family Residence on Riverside Drive
2. Sherman Oaks Notre Dame High School
3. Single-Family Residence on Calhoun Avenue
4. Van Nuys Sherman Oaks Park
5. Single-Family Residence on Buffalo Avenue

SOURCE: TAHA, 2008

NOT TO SCALE

N

FIGURE AQ-3

AIR QUALITY RECEPTORS

model uses a traffic algorithm for estimating vehicular queue lengths at signalized intersections.[31] The proposed project does not contain lead emissions sources. Therefore, emissions and concentrations related to this pollutant are not analyzed in this report.

3.4.2 Significance Criteria

The following are the significance criteria SCAQMD has established to determine project impacts.

Construction Phase Significance Criteria

The proposed project would have a significant impact if:

- Regional and localized construction emissions exceed SCAQMD construction emissions thresholds for VOC, NO_X, CO, SO_X, $PM_{2.5}$, or PM_{10}, as presented in **Table 3-5**;
- The proposed project would generate significant emissions of toxic air contaminants (TACs); and
- The proposed project would create an odor nuisance.

TABLE 3-5: SCAQMD DAILY CONSTRUCTION EMISSIONS THRESHOLDS

Criteria Pollutant	Regional Emissions (Pounds Per Day)	Localized Emissions (Pounds Per Day) /a/
Volatile Organic Compounds (VOC)	75	--
Nitrogen Oxides (NO_X)	100	176
Carbon Monoxide (CO)	550	553
Sulfur Oxides (SO_X)	150	--
Fine Particulates ($PM_{2.5}$)	55	4
Particulates (PM_{10})	150	6

/a/ The localized significance thresholds were developed using a two-acre project site and a 25-meter (82-foot) receptor distance.
SOURCE: SCAQMD, 2008

Operations Phase Significance Criteria

The proposed project would have a significant impact if:

- Daily operational emissions exceed SCAQMD operational emissions thresholds for VOC, NO_X, CO, SO_X, $PM_{2.5}$, or PM_{10}, as presented in **Table 3-6**;
- Project-related traffic causes CO concentrations at study intersections to violate the CAAQS for either the one- or eight-hour period. The CAAQS for the one- and eight-hour periods are 20 ppm and 9.0 ppm, respectively. If CO concentrations currently exceed the

[31]Prior to 1978, mobile emissions were the primary source of lead resulting in air concentrations. Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall inventory of airborne lead by nearly 95 percent. Lead emissions are not analyzed in this report since industrial sources are the primary source.

CAAQS, then an incremental increase of 1.0 ppm over "no project" conditions for the one-hour period would be considered a significant impact. An incremental increase of 0.45 ppm over the "no project" conditions for the eight-hour period would be considered significant;[32]

- The proposed project would generate significant emissions of TACs;
- The proposed project would create an odor nuisance; and
- The proposed project would not be consistent with the AQMP.

TABLE 3-6: SCAQMD DAILY OPERATIONAL EMISSIONS THRESHOLDS

Criteria Pollutant	Pounds Per Day
Volatile Organic Compounds (VOC)	55
Nitrogen Oxides (NO_X)	55
Carbon Monoxide (CO)	550
Sulfur Oxides (SO_X)	150
Fine Particulates ($PM_{2.5}$)	55
Particulates (PM_{10})	150

SOURCE: SCAQMD, 2008

Global Warming Significance Criteria

While Global warming and climate change have received substantial public attention for a number of years, the analytical tools necessary to determine the effect on worldwide global warming from a particular increase in GHG emissions or the resulting effects on climate change in a particular locale are still being developed. Further, the information and data needed to evaluate the impacts that a specific project may have on climate change is still being gathered. Consequently, federal agencies, State agencies and local agencies (such as the SCAQMD), have not developed methodology to determine the significance of project-level impacts on global warming and climate change. Thus, no government agency has established any significance thresholds to assess specific project effects on climate change. The proposed project would result in a significant climate change impact if it would impair or prevent attainment of AB32 or Green LA Action Plan GHG emission reduction goals and strategies.

3.5 ENVIRONMENTAL IMPACTS

3.5.1 Construction Phase

Regional Impacts

Construction of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the project site. Fugitive dust emissions would primarily result from demolition

[32]Consistent with the SCAQMD Regulation XIII definition of a significant impact.

and site preparation (e.g., excavation) activities. NO_X emissions would primarily result from the use of construction equipment. During the finishing phase, paving operations and the application of architectural coatings (e.g., paints) and other building materials would release VOCs. The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

It is mandatory for all construction projects in the Basin to comply with SCAQMD Rule 403 for Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional $PM_{2.5}$ and PM_{10} emissions associated with construction activities by approximately 61 percent.

The project would be completed in one phase with three stages. The first stage would include the construction of a new two-level parking structure, (1 at-grade level and 2 above-grade levels) at the eastern edge of the project site. The second stage would include the construction of a new seven-level parking structure, (1 below-grade, 1 at-grade, and 5 above-grade levels) south of the existing Macy's parking lot. The third stage would include construction of the shopping mall and subterranean parking.

Each project construction stage is anticipated to include three primary construction phases during the construction process: demolition of any necessary existing pavement or structures, grading and preparation of the site, and erection of structures. Construction activities would be coordinated and staged to balance space limitations on site, phasing of construction to retain operation of the existing shopping center and appropriate parking during construction, and general construction phasing techniques.

General URBEMIS2007 assumption utilized to calculate Stage 1 construction emissions include a maximum of 22 haul trips per day during demolition and 2.7 acres of disturbed land per day during grading activity. Stagee 2 construction emissions include a maximum of 24 haul trips per day during demolition and 2.34 acres of disturbed land per day during grading activity, and a maximum of 97 haul trips per day during grading activity. Stage 3 construction emissions include a maximum of 25 haul trips per day during demolition, five acres of disturbed land per day during grading activity, and a maximum of 150 haul trips per day during grading activity.

URBEMIS2007 was used to calculate daily construction emissions. **Table 3-7** shows the estimated daily emissions associated with each construction phase. As shown, regional emissions generated by construction activity occurring within the assumptions described above would not exceed the SCAQMD regional significance thresholds for VOC, CO, SO_X, $PM_{2.5}$, or PM_{10}. Daily construction emissions would exceed the SCAQMD regional NO_X emissions threshold and, as such, would result in a significant impact.

Localized Impacts

Emissions for the localized construction air quality analysis of $PM_{2.5}$, PM_{10}, CO, and NO_2 were compiled using LST methodology promulgated by the SCAQMD.[33] Localized on-site emissions were calculated using similar methodology to the regional emission calculations. LSTs were developed based upon the size or total area of the emissions source, the ambient air quality in each source receptor area, and the distance to the sensitive receptor. LSTs for CO and NO_2 were derived by using an air quality dispersion model to back-calculate the emissions per day that would cause or contribute to a violation of any ambient air quality standard for a particular source receptor area. Construction PM_{10} LSTs were derived using a dispersion model to back-calculate the emissions necessary to exceed a concentration equivalent to 50 µg/m^3 over five hours, which is the SCAQMD Rule 403 control requirement.

Table 3-7 shows the estimated daily localized emissions associated with each construction phase. As shown, daily construction emissions would exceed the SCAQMD localized thresholds for $PM_{2.5}$ and PM_{10} and, as such, localized construction emissions would result in a significant impact.

Toxic Air Contaminant Impacts

The greatest potential for TAC emissions during construction would be diesel particulate emissions associated with heavy equipment operations. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Given the short-term construction schedule of approximately three years, the project would not result in a long-term (i.e., 70 years) source of TAC emissions. No residual emissions and corresponding individual cancer risk are anticipated after construction. As such, project-related construction TAC emission would result in a less-than-significant impact.

TABLE 3-7: ESTIMATED DAILY CONSTRUCTION EMISSIONS - UNMITIGATED

	Pounds Per Day					
Construction Phase	**VOC**	**NO_x**	**CO**	**SO_x**	**$PM_{2.5}$ /a/**	**PM_{10} /a/**
Phase 1 Two-Level Parking Structure						
Demolition						
On-Site	2	13	6	0	5	21
Off-Site	2	24	11	<1	1	1
Total	**4**	**37**	**17**	**<1**	**6**	**22**
Grading/Excavation						
On-Site	2	13	6	0	7	29
Off-Site	<1	<1	1	0	<1	<1
Total	**2**	**13**	**7**	**0**	**7**	**29**

[33]The concentrations of SO_2 are not estimated because construction activities would generate a small amount of SO_x emissions. No State standard exists for VOC. As such, concentrations for VOC were not estimated.

TABLE 3-7: ESTIMATED DAILY CONSTRUCTION EMISSIONS - UNMITIGATED

	Pounds Per Day					
Construction Phase	**VOC**	**NO_x**	**CO**	**SO_x**	**$PM_{2.5}$ /a/**	**PM_{10} /a/**
Construction						
On-Site	4	22	11	0	2	2
Off-Site	1	9	44	<1	<1	<1
Total	**5**	**31**	**55**	**<1**	**2**	**2**
Phase 2 Main Parking Structure						
Demolition						
On-Site	2	13	6	0	5	23
Off-Site	2	26	11	<1	1	2
Total	**4**	**39**	**17**	**<1**	**6**	**24**
Grading/Excavation						
On-Site	3	29	12	0	6	26
Off-Site	6	68	29	<1	3	3
Total	**9**	**97**	**41**	**<1**	**9**	**29**
Building Construction						
On-Site	3	21	11	0	2	2
Off-Site	2	8	41	<1	<1	<1
Total	**5**	**33**	**52**	**<1**	**2**	**2**
Phase 3 Interior Retail and Subterranean Parking						
Demolition						
On-Site	2	12	6	0	6	24
Off-Site	2	26	11	<1	1	1
Total	**4**	**38**	**17**	**<1**	**7**	**25**
Grading/Excavation						
On-Site	3	29	12	0	12	53
Off-Site	9	104	44	<1	4	5
Total	**12**	**133**	**56**	**<1**	**16**	**58**
Building Construction						
On-Site	3	20	11	0	2	2
Off-Site	1	7	38	<1	<1	<1
Total	**4**	**27**	**49**	**<1**	**2**	**2**
Architectural Coating						
On-Site	68	<1	<1	<1	<1	<1
Off-Site	<1	<1	1	<1	<1	<1
Total	**68**	**<1**	**1**	**<1**	**<1**	**<1**

TABLE 3-7: ESTIMATED DAILY CONSTRUCTION EMISSIONS - UNMITIGATED

Construction Phase	Pounds Per Day					
	VOC	NO_X	CO	SO_X	$PM_{2.5}$ /a/	PM_{10} /a/
Maximum Regional Total	68	133	56	<1	16	58
Regional Significance Threshold	75	100	550	150	55	150
Exceed Threshold?	No	Yes	No	No	No	No
Maximum On-Site Total	68	29	12	0	12	53
Localized Significance Threshold /b/	--	176	553	--	4	6
Exceed Threshold?	--	No	No	--	Yes	Yes

/a/ URBEMIS2007 emissions for fugitive dust were adjusted to account for a 61 percent control efficiency associated with SCAQMD Rule 403.
/b/ Assumed a two-acre project site and a 25-meter (82-foot) receptor distance. This is the smallest distance between source and receptor to be analyzed under the SCAQMD LST methodology.
SOURCE: TAHA, 2008 (Appendix C)

Odor Impacts

Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary. As such, proposed project construction would not cause an odor nuisance, and construction odors would result in a less-than-significant impact.

Construction Phase Mitigation Measures

The following mitigation measures shall be implemented for all areas (both on-site and off-site) of construction activity.

AQ1 During construction activity, water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.

AQ2 During construction activity, track-out shall not extend 25 feet or more from any active construction operations, and track-out shall be removed at the conclusion of each workday.

AQ3 During construction activity, a wheel washing system shall be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.

AQ4 All haul trucks hauling soil, sand, and other loose materials shall maintain at least six inches of freeboard in accordance with California Vehicle Code Section 23114, and such trucks shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).

AQ5 During construction activity, traffic speeds on unpaved roads shall be limited to 15 miles per hour.

AQ6 During construction activity, operations on unpaved surfaces shall be suspended when winds exceed 25 miles per hour.

AQ7 Heavy equipment operations shall be suspended during first and second stage smog alerts.

AQ8 On-site stock piles of debris, dirt, or rusty materials shall be covered or watered at least twice per day.

AQ9 Heavy-duty equipment shall be equipped with a diesel oxidation catalyst capable of reducing NO_x emissions by 40 percent.

AQ10 Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufactures' specifications.

AQ11 Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.

AQ12 Heavy-duty construction shall be prohibited from idling in excess of five minutes, both on- and off-site, to be consistent with State law.

AQ13 Construction parking shall be configured to minimize traffic interference.

AQ14 Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours, as feasible.

TABLE 3-8: ESTIMATED DAILY CONSTRUCTION EMISSIONS - MITIGATED

	Pounds Per Day					
Construction Phase	**VOC**	**NO_X**	**CO**	**SO_X**	**$PM_{2.5}$ /a/**	**PM_{10} /a/**
Phase 1 Two-Level Parking Structure						
Demolition						
On-Site	2	10	6	0	5	21
Off-Site	2	25	11	<1	1	1
Total	**4**	**35**	**17**	**<1**	**6**	**22**
Grading/Excavation						
On-Site	2	10	6	0	7	29
Off-Site	<1	<1	1	0	<1	<1
Total	**2**	**10**	**7**	**0**	**7**	**29**
Construction						
On-Site	4	17	11	0	2	2
Off-Site	1	9	44	<1	<1	<1
Total	**5**	**26**	**55**	**<1**	**2**	**2**

TABLE 3-8: ESTIMATED DAILY CONSTRUCTION EMISSIONS - MITIGATED

	Pounds Per Day					
Construction Phase	**VOC**	**NO_x**	**CO**	**SO_x**	**$PM_{2.5}$ /a/**	**PM_{10} /a/**
Phase 2 Main Parking Structure						
Demolition						
On-Site	2	11	6	0	5	23
Off-Site	2	26	11	<1	1	2
Total	**4**	**37**	**17**	**<1**	**6**	**24**
Grading/Excavation						
On-Site	3	22	12	0	6	26
Off-Site	6	68	29	<1	3	3
Total	**9**	**97**	**41**	**<1**	**9**	**29**
Building Construction						
On-Site	3	16	11	0	2	2
Off-Site	2	8	41	<1	<1	<1
Total	**5**	**24**	**52**	**<1**	**2**	**2**
Phase 3 Interior Retail and Subterranean Parking						
Demolition						
On-Site	2	10	6	0	6	24
Off-Site	2	26	11	<1	1	1
Total	**4**	**36**	**17**	**<1**	**7**	**25**
Grading/Excavation						
On-Site	3	24	12	0	12	53
Off-Site	9	104	44	<1	4	5
Total	**12**	**129**	**56**	**<1**	**16**	**58**
Building Construction						
On-Site	3	15	11	0	2	2
Off-Site	1	8	38	<1	<1	<1
Total	**4**	**27**	**49**	**<1**	**2**	**2**
Architectural Coating						
On-Site	68	<1	<1	<1	<1	<1
Off-Site	<1	<1	1	<1	<1	<1
Total	**68**	**<1**	**1**	**<1**	**<1**	**<1**
Maximum Regional Total	**68**	**129**	**56**	**<1**	**16**	**58**
Regional Significance Threshold	**75**	**100**	**550**	**150**	**55**	**150**
Exceed Threshold?	**No**	**Yes**	**No**	**No**	**No**	**No**

TABLE 3-8: ESTIMATED DAILY CONSTRUCTION EMISSIONS - MITIGATED						
	Pounds Per Day					
Construction Phase	**VOC**	**NO_X**	**CO**	**SO_X**	**$PM_{2.5}$ /a/**	**PM_{10} /a/**
Maximum On-Site Total	**68**	**24**	**12**	**0**	**12**	**53**
Localized Significance Threshold /b/	**--**	**176**	**553**	**--**	**4**	**6**
Exceed Threshold?	**--**	**No**	**No**	**--**	**Yes**	**Yes**

/a/ URBEMIS2007 emissions for fugitive dust were adjusted to account for a 61 percent control efficiency associated with SCAQMD Rule 403.
/b/ Assumed a two-acre project site and a 25-meter (82-foot) receptor distance. This is the smallest distance between source and receptor to be analyzed under the SCAQMD LST methodology.
SOURCE: TAHA, 2008 (Appendix C)

Impacts After Mitigation

Implementation of Mitigation Measures **AQ1** through **AQ8** would ensure that fugitive dust emissions would be reduced by approximately 61 percent. However, localized PM2.5 and PM10 emissions would still exceed the SCAQMD significance thresholds. Mitigation Measures AQ-9 would reduce regional NO_X emissions by at least 40 percent. The other mitigation measures (AQ-10 through AQ-14) although difficult to quantify would also reduce NO_X emissions. As demonstrated in **Table 3-8**, regional construction emissions of VOC, NO_X, CO, SO_X, $PM_{2.5}$, and PM_{10} would be less than the SCAQMD significance thresholds. However, regional NO_X emissions and localized $PM_{2.5}$ and PM_{10} concentrations would exceed the SCAQMD significance thresholds. Therefore, the Expansion Project would have a significant regional and localized construction air quality impact.

3.5.2 Operational Phase

Regional Impacts

Long-term project emissions would be generated by area sources, such as natural gas combustion and consumer products (e.g., aerosol sprays), and mobile sources. Motor vehicle trips generated by the proposed project would be the predominate source of long-term project emissions. According to the traffic report, the proposed project would generate 4,964 net daily vehicle trips during the weekday and 6,252 net daily vehicle trips during the weekend.[34]

Mobile and area source emissions were calculated using URBEMIS2007. A project-specific trip length analysis concluded that the average vehicle miles traveled by a Fashion Square patron is 4.85 per trip. The average trip length was based on a study of existing shopper travel patterns for the Westfield Fashion Square. The objective of the proposed project is to capture more shoppers from the existing service area. As such, the proposed project would not expand the existing market range, and it was assumed that existing average trip length would not change with implementation of the proposed project. The trip length was utilized to determine that the daily weekday vehicle miles traveled would be approximately 24,075 and the daily weekend vehicles miles traveled would be approximately 30,320. The VMT includes a ten percent increase to account for pass-by trips. The default URBEMIS2007 trip length was adjusted to account for the predicted vehicle miles

[34]Linscott, Law, and Greenspan Engineers. *Traffic Study for the Sherman Oaks Fashion Square Expansion Project*, February 21, 2008.

traveled. Weekday and weekend operational emissions are shown in **Table 3-9** and **Table 3-10**, respectively. As shown, regional operational emissions would not exceed SCAQMD significance thresholds and, as such, would result in a less-than-significant impact.

Localized Impacts

CO concentrations in 2012 are expected to be lower than existing conditions due to stringent State and federal mandates for lowering vehicle emissions. Although traffic volumes would be higher in the future both without and with the implementation of the proposed project, CO emissions from mobile sources are expected to be much lower due to technological advances in vehicle emissions systems, as well as from normal turnover in the vehicle fleet. Accordingly, increases in traffic volumes are expected to be offset by increases in cleaner-running cars as a percentage of the entire vehicle fleet on the road.[35] This reduction is accounted for in the EMFAC2007 model and included in the CO analysis.

The State one- and eight-hour CO standards may potentially be exceeded at congested intersections with high traffic volumes. An exceedance of the State CO standards at an intersection is referred to as a CO hotspot. The SCAQMD recommends a CO hotspot evaluation of potential localized CO impacts when V/C ratios are increased by two percent at intersections with a LOS of D or worse. SCAQMD also recommends a CO hotspot evaluation when an intersection decreases in LOS by one level beginning when LOS changes from C to D.

TABLE 3-9: ESTIMATED DAILY OPERATIONS EMISSIONS - WEEKDAY

	Pounds per Day					
Emission Source	**VOC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Existing Land Use						
Area Sources /a/	<1	8	9	<1	<1	<1
Mobile Sources	106	155	1,148	1	211	41
Total Emissions	**106**	**163**	**1,156**	**1**	**211**	**41**
Proposed Expansion						
Area Sources /a/	<1	11	11	<1	<1	<1
Mobile Sources	128	186	1,377	2	253	49
Total Emissions	**128**	**197**	**1,388**	**2**	**253**	**49**
Net Emissions	**22**	**34**	**232**	**1**	**42**	**8**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	No	No	No	No	No	No

/a/ Area sources include emissions from natural gas combustion and consumer product (e.g., aerosol sprays).
SOURCE: TAHA, 2008 (Appendix E)

[35]Consistent with CARB's vehicle emissions inventory.

TABLE 3-10: ESTIMATED DAILY OPERATIONS EMISSIONS - WEEKEND						
	Pounds per Day					
Emission Source	**VOC**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
EXISTING LAND USE						
Area Sources /a/	<1	8	8	<1	<1	<1
Mobile Sources	137	202	1,496	1	275	54
Total Emissions	**137**	**210**	**1,504**	**1**	**275**	**54**
PROPOSED EXPANSION						
Area Sources /a/	<1	11	11	<1	<1	<1
Mobile Sources	164	241	1,784	2	328	64
Total Emissions	**164**	**252**	**1,795**	**2**	**328**	**64**
Net Emissions	**27**	**42**	**291**	**1**	**53**	**10**
SCAQMD Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceed Threshold?	No	No	No	No	No	No

/a/ Area sources include emissions from natural gas combustion and consumer product (e.g., aerosol sprays).
SOURCE: TAHA, 2008 (Appendix E)

Based on the traffic study, the selected weekday intersections are as follows:

- Hazeltine Avenue/Riverside Drive - PM Peak Hour
- Hazeltine Avenue/Ventura Boulevard - AM Peak Hour
- Hazeltine Avenue/Magnolia Boulevard - PM Peak Hour
- Woodman Avenue/US-101 Westbound Ramps - PM Peak Hour
- Woodman Avenue/Riverside Drive - PM Peak Hour
- Van Nuys Boulevard/Riverside Drive - PM Peak Hour

Based on the traffic study, the selected weekend intersections are as follows:

- Hazeltine Avenue/Riverside Drive
- Woodman Avenue/Riverside Drive
- Woodman Avenue/US-101 Westbound Ramps

The USEPA CAL3QHC micro-scale dispersion model was used to calculate CO concentrations for 2012 “no project” and “project” conditions. CO concentrations at the nine study intersections are shown for the AM and PM peak hours in **Tables 3-11** and **3-12**, respectively. As indicated, weekday one-hour CO concentrations under “project” conditions would be approximately 5 ppm at worst-case sidewalk receptors. Weekday eight-hour CO concentrations under “project” conditions would range from approximately 3.2 ppm to 3.5 ppm. Weekend one- and eight-hour CO concentrations under “project” conditions would be approximately 5 and 3.2 ppm, respectively at worst-case sidewalk receptors. The State one- and eight-hour standards of 20 ppm and 9.0 ppm, respectively, would not be exceeded at the analyzed study intersections. Thus, a less-than-significant impact is anticipated. CO is a gas that disperses quickly. Thus, CO concentrations at sensitive receptor locations are expected to be much lower than CO concentrations adjacent to the roadway intersections. Additionally, the intersections were selected based on poor LOS and high traffic volumes. Sensitive receptors that are located away from congested intersections or are

located near roadway intersections with better LOS are expected to be exposed to lower CO concentrations. As shown in **Table 3-11** and **Table 3-12**, CO concentrations would not exceed the State one- and eight-hour standards. Thus, no significant increase in CO concentrations at sensitive receptor locations is expected, resulting in a less-than-significant impact.

TABLE 3-11: 2008 AND 2012 CARBON MONOXIDE CONCENTRATIONS - WEEKDAY /a/

	1-hour (parts per million)			8-hour (parts per million)		
Intersection	**Existing (2007)**	**No Project (2012)**	**Project (2012)**	**Existing (2007)**	**No Project (2012)**	**Project (2012)**
Hazeltine Avenue/Riverside Drive	6	5	5	4.4	3.2	3.2
Hazeltine Avenue/Ventura Boulevard	7	5	5	4.7	3.4	3.4
Hazeltine Avenue/Magnolia Boulevard	7	5	5	4.5	3.3	3.3
Woodman Avenue/US-101 Westbound Ramps	6	5	5	4.3	3.2	3.2
Woodman Avenue/Riverside Drive	7	5	5	4.6	3.2	3.3
Van Nuys Boulevard/Riverside Drive	7	5	5	4.9	3.5	3.5
State Standard			**20**			**9.0**

/a/ Existing concentrations include year 2007 one- and eight-hour ambient concentrations of 5 ppm and 3.7 ppm, respectively. No Project and Project concentrations include year 2012 one- and eight-hour ambient concentrations of 4 ppm and 2.6 ppm, respectively.
SOURCE: TAHA, 2008 (Appendix C).

TABLE 3-12: 2007 AND 2012 CARBON MONOXIDE CONCENTRATIONS - WEEKEND /a/

	1-hour (parts per million)			8-hour (parts per million)		
Intersection	**Existing (2007)**	**No Project (2012)**	**Project (2012)**	**Existing (2007)**	**No Project (2012)**	**Project (2012)**
Hazeltine Avenue/Riverside Drive	6	5	5	4.3	3.2	3.2
Woodman Avenue/Riverside Drive	7	5	5	4.5	3.3	3.2
Woodman Avenue/US-101 Westbound Ramps	6	5	5	4.3	3.2	3.2
State Standard			**20**			**9.0**

/a/ Existing concentrations include year 2007 one- and eight-hour ambient concentrations of 5 ppm and 3.7 ppm, respectively. No Project and Project concentrations include year 2012 one- and eight-hour ambient concentrations of 4 ppm and 2.6 ppm, respectively.
SOURCE: TAHA, 2008 (Appendix C)

Toxic Air Contaminant Impacts

The SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[36] The proposed project would develop commercial uses on the project site. The commercial uses are not anticipated to generate

[36]SCAQMD, *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions*, December 2002.

a substantial number of daily truck trips. The primary source of potential TACs associated with proposed project operations is diesel particulate from delivery trucks (e.g., truck traffic on local streets and on-site truck idling). Diesel truck activity associated with the existing loading docks would not change as a result of the proposed project. The number of heavy-duty trucks (e.g., delivery trucks) accessing the project site on a daily basis would be minimal, and the trucks that do visit the site would not idle on-site for over five minutes. Based on the limited activity of the TAC sources, the proposed project would not warrant the need for a health risk assessment associated with on-site activities, and potential TAC impacts would be less than significant. However, mitigation is recommended to limit the potential idling of heavy-duty trucks due to the close proximity of sensitive receptors.

Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes and automotive repair facilities. The proposed project would not include any of these potential sources, although minimal emissions may result from the use of consumer products (e.g., aerosol sprays). As such, the proposed project would not release substantial amounts of TACs, and no significant impact on human health would occur.

Odor Impacts

According to the SCAQMD *CEQA Air Quality Handbook*, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The project site would be developed with retail space and not land uses that are typically associated with odor complaints. On-site trash receptacles would have the potential to create adverse odors. Trash receptacles would be located and maintained in a manner that promotes odor control and no adverse odor impacts are anticipated from these types of land uses. As such, the proposed project would not cause an odor nuisance, and operational odors would result in a less-than-significant impact.

Operational Phase Mitigation Measures

Operational air quality impacts would be less than significant, and no mitigation measures are required.

Impacts After Mitigation

Not applicable. The project-related operational emissions would result in a less-than-significant impact without mitigation.

3.5.3 Consistency with the Air Quality Management Plan

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's *CEQA Air Quality Handbook*. There are two key indicators of consistency. These indicators are discussed below.

- ***Consistency Criterion No. 1***: *The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.*

  Consistency Criterion No. 1 refers to violations of the CAAQS. CO is the preferred pollutant for assessing local area air quality impacts because it is primarily emitted by motor vehicles,

and it does not readily react with other pollutants. Based on methodologies set forth by SCAQMD, one measure to determine whether the proposed project would cause or contribute to a violation of an air quality standard would be based on the estimated CO concentrations at intersections that would be affected by the proposed project. The CO hotspot analysis indicates that the proposed project would not result in an exceedance of the State one- and eight-hour CO concentration standards. Therefore, the proposed project would comply with Consistency Criterion No. 1.

- ***Consistency Criterion No. 2***: *The proposed project will not exceed the assumptions in the AQMP in 2010 or increments based on the year of project build-out phase.*

The second consistency criterion requires that the proposed project not exceed the assumptions in the AQMP. A project is consistent with the AQMP if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. The 2007 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates, in part, SCAG's 2004 Regional Transportation Plan (RTP) socioeconomic forecast projections of regional population and employment growth. The 2004 RTP is based on growth assumptions through 2030 developed by each of the cities and counties in the SCAG region.

SCAG locates the project site within the Los Angeles City subregion. The proposed project would not include new housing and, as such, would be consistent with the RTP housing and population growth assumptions. The proposed project, which would add 788 employees, represents less than one percent of the 121,694 new employees projected in SCAG's RTP between 2007 and 2012 for the Los Angeles City subregion.[37] Housing, population, and employment growth projected for the proposed project would not exceed the growth forecasts for the Los Angeles subregion as adopted by SCAG. As such, the proposed project is considered to be consistent with growth assumptions included in the AQMP and the proposed project complies with Consistency Criterion No. 2.

The proposed project complies with Consistency Criteria No. 1 and No. 2. Therefore, the proposed project is consistent with the AQMP.

3.6 CLIMATE CHANGE ANALYSIS

Construction Emissions. Construction activity would generate GHG emissions from construction equipment, delivery/haul truck trips, and construction worker commute trips. CO_2 emissions were obtained from the URBEMIS2007 emissions inventory model[38]. URBEMIS2007 uses emission factors obtained from the CARB's OFFROAD2007 model to calculate construction equipment emissions[39]. URBEMIS2007 does not estimate CH_4 emissions. CH_4 combustion emissions were obtained using a reactive organic compound to CH_4 ratio of 0.0902, which was obtained directly from the CARB's OFFROAD2007 model.[40] Neither the SCAQMD nor OFFROAD2007 provides construction equipment N_2O emission factors. Other models that have been developed to inventory

[37]Southern California Association of Governments, *Employment Density Study Summary Report*, October 31, 2001.
[38]California Air Resources Board, URBEMIS2007 Emissions Inventory Model, Version 9.2, 2007.
[39]California Air Resources Board, OFFROAD2007 Emissions Inventory Model, Version 2.0.1.2, December 15, 2006.
[40]*Ibid.*

GHG emissions, such as Clean Air and Climate Protection Software[41], Sustainable Communities Model[42], I-PLACS[43], EMFAC2007[44], and Climate Action Registry Reporting On-Line Tool[45], focus on regional energy use and transportation and also do not provide construction equipment N_2O emission factors. As such, N_2O emissions from construction equipment were not estimated by use of those models. However, the N_2O emissions from construction worker commute trips were calculated as a ratio of daily countywide VMT to daily countywide emissions obtained from EMFAC2007. The ratio was utilized to obtain an NO_X emission rate, which was then adjusted to account for an N_2O to NO_X conversion ratio of 0.048.[46] The N_2O emission rate was then multiplied by the VMT to obtain GHG emissions. It was assumed that an average of 60 worker commuter trips would be made every day for the entire construction period. Based on UREBMIS2007, it was also assumed that one-way trips would be 13.3 miles, thus resulting in a VMT of 1,053,360.

Based on this methodology, construction activity would result in CO_2 equivalent levels of approximately 2,415 tons of CO_2 emissions, less than 1 ton of CH_4 carbon dioxide-equivalent emissions, and 24 tons of N_2O carbon dioxide-equivalent emissions. Therefore, a less-than-significant impact on CHG gas emissions is anticipated.

Standard Electricity Generation Emissions. GHG emissions would result from the combustion of fossil fuels to provide energy for the proposed project. Based on information obtained from the Project Applicant, Westfield Fashion Square currently consumes approximately 3,396,325 kilowatt-hours (kWh) per year.[47] This results in approximately 3.92 kWh per square foot per year based on the existing development of 867,000 square feet. The proposed project would include 280,000 square feet of new development, which would use approximately 1,096,852 kWh per year. As such, Westfield Fashion Square and the proposed project would potentially consume approximately 4,493,177 kWh per year.

Implementation of the LEED program would directly reduce project-related energy use. LEED certification results in a minimum energy efficiency savings of approximately 10.5 to 14 percent over California Title 24 Energy Design Standards.[48] This reduction was conservatively applied only to the proposed project. As a result, combined Westfield Fashion Square and proposed project energy use would be reduced to approximately 4,378,008 kWh per year.

Pounds per kWh emission rates for CO_2 of 8.1E-01, CH_4 of 6.7E-06, and N_2O of 3.7E-06 were obtained from the California Climate Action Registry.[49]

Table 3-13 shows electricity consumption-related GHG emissions associated with the proposed project. As shown, Westfield Fashion Square currently generates 1,239 tons per year of CO_2 emissions and the proposed project would generate an additional 400 tons per year. When construction is complete, Westfield Fashion Square and the proposed project would generate 1,639

[41]State and Territorial Air Pollution Program Administrators and the Association of Local Air Pollution Control Officials, International Council for Local Environmental Initiatives, and Torrie Smith Associates, Clean Air and Climate Protection Software, June 2003.

[42]Constructive Technologies Group, Sustainable Communities Model, 2007.

[43]United States Department of Energy, I-PLACE^{3}S, 2007.

[44]CARB, EMFAC2007 Mobile Source Emissions Inventory Model, Version 2.3, November 1, 2006.

[45]California Climate Action Registry, Climate Action Registry Reporting On-Line Tool, 2007.

[46]California Air Resources Board, *N_2O Emission Factors - Estimates of Nitrous Oxide Emissions from Motor Vehicles and the Effects of Catalyst Composition and Aging*, Table 8.2, June 2005.

[47]Based on average energy use in 2005 and 2006.

[48]Leadership in Energy and Environmental Design, *LEED-NC v2.2 – Energy and Atmosphere California Title 24 – 2005 and ASHRAE 90.1*, 2004.

[49]California Climate Action Registry, *General Reporting Protocol*, March 2007.

tons per year of CO_2 emissions. LEED-certified construction would reduce CO_2 emissions to 1,598 tons per year. The proposed project would increase electricity consumption-related emissions of CH_4 by 0.1 tons per year and NO_2 by 0.6 tons per year. LEED-certified construction would reduce CH_4 and N_2O emissions by 0.01 and 0.06 tons per year, respectively.

TABLE 3-13 ANNUAL GREENHOUSE GAS EMISSIONS

Scenario	**Carbon Equivalent (Tons per year)**		
EXISTING CONDITIONS	**CO_2**	**CH_4**	**N_2O**
Mobile Emissions	22,410	38	688
Electricity Consumption Emissions	1,239	0.22	1.77
Water Consumption Emissions	72	0.013	0.103
Natural Gas Consumption Emissions	1,548	3.63	0.91
CO_2 Equivalent Emissions	25,629	42	691
Total CO_2 Equivalent Emissions	**26,362**		
280,000 SQUARE FOOT EXPANSION			
Mobile Emissions	4,469	8	136
Electricity Consumption Emissions	400	0.10	0.57
Water Consumption Emissions	23	0.004	0.033
Natural Gas Consumption Emissions	431	1.01	0.25
CO_2 Equivalent Emissions	5,323	9	137
TOTAL CO_2 EQUIVALENT EMISSIONS	**5,469**		
PROJECT BASELINE CONDITIONS (EXISTING + EXPANSION)			
Mobile Emissions	26,879	46	824
Electricity Consumption Emissions	1,640	0.29	2.34
Water Consumption Emissions	95	0.017	0.136
Natural Gas Consumption Emissions	1,979	4.64	1.16
CO_2 Equivalent Emissions	30,593	51	828
TOTAL CO_2 EQUIVALENT EMISSIONS	**31,472**		
LEED BASIC CONDITIONS			
Mobile Emissions	26,879	46	824
Electricity Consumption Emissions	1,598	0.28	2.28
Water Consumption Emissions	89	0.015	0.126
Natural Gas Consumption Emissions	1,979	0.221	0.004
CO_2 Equivalent Emissions	30,545	47	826
TOTAL CO_2 EQUIVALENT EMISSIONS	**31,418**		
NET EQUIVALENT EMISSIONS WITH LEED	**5,056**		

SOURCE: TAHA, 2008.

Water Consumption Emissions. The provision of potable water to commercial consumers requires large amounts of energy associated with source and conveyance, treatment, distribution,

end use, and wastewater treatment.[50] Based on information obtained from the Project Applicant, Westfield Fashion Square currently utilizes approximately 5,700 cubic feet of water per day, which is equivalent to 15,563,235 gallons per year (gpy). This results in approximately 17.95 gpy per square foot based on the existing development of 867,000 square feet. The proposed project would include 280,000 square feet of new development, which would use approximately 5,026,189 gpy of water. As such, the proposed project would potentially consume approximately 20,589,424 gpy of water. The California Energy Commission estimates that water usage has an embodied energy of 12,700 kWh per million gallons. Therefore, the proposed project would require approximately 261,486 kWh per year of electricity for water consumption.

Implementation of the LEED program would directly reduce project-related water consumption. The Project Applicant is committed to reducing interior water usage by 20 percent and exterior water usage by 50 percent.[51] This reduction was conservatively applied only to the proposed project. The resulting Westfield Fashion Square water consumption would be 9,800 gpd, or 3,577,000 gallons per year. Therefore, energy use associated with water consumption at the project site would be reduced to approximately 242,783 kWh per year.

Table 3-13 shows water consumption-related GHG emissions associated with the proposed project. As shown, Westfield Fashion Square currently generates 72 tons per year of CO_2 emissions from water consumption and the proposed project would generate an additional 23 tons per year. When construction is complete, Westfield Fashion Square and the proposed project would generate 95 tons per year of CO_2 emissions. LEED-certified construction would reduce CO_2 emissions to 89 tons per year. The proposed project would increase water consumption-related emissions of CH_4 and NO_2 by less than 0.037 tons per year. LEED-certified construction would reduce CH_4 and N_2O emissions by 0.002 and 0.01 tons per year, respectively.

Natural Gas Emissions. Daily operational activity associated with the proposed project would require natural gas consumption. Westfield Fashion Square currently generates a demand for natural gas of approximately 2,443,998 cubic feet per month (CF/month).[52] The proposed retail and restaurant expansion is anticipated to generate a demand for approximately 3,124,094 CF/month, an increase of approximately 680,096 CF/month.[53] These usage rates were converted into million British thermal units per year (kg/mmBTU). Kg/mmBTU emission rates for CO_2 of 52.78, CH_4 of 0.0059, and N_2O of 0.0001 were obtained from the California Climate Action Registry.[54]

Table 3-13 shows natural gas consumption-related GHG emissions associated with the proposed project. As shown, Westfield Fashion Square currently generates 1,548 tons per year of CO_2 emissions from natural gas consumption and the proposed project would generate an additional 431 tons per year. When construction is complete, the Westfield Fashion Square and the proposed project would generate 1,979 tons per year of CO_2 emissions. The proposed project would increase natural gas consumption-related emissions of CH_4 by 1.01 tons per year and NO_2 by 0.25 tons per year. LEED-certified construction would not substantially reduce natural gas consumption CH_4 and N_2O emissions.

[50]Construction-related water usage would be de minimal when compared to overall water usage and was not factored into the analysis.

[51]Leadership in Energy and Environmental Design, *LEED-NCv2.2 – Registered Project Checklist*, 2007.

[52]SCAQMD, *CEQA Air Quality Handbook*, Table A-9-11-A, 1993. Assumes a natural gas generation rate of 2.9 CF/SF/month for retail and restaurant uses.

[53]*Ibid.*

[54]California Climate Action Registry, *General Reporting Protocol*, March 2007.

Mobile Source Emissions. GHG emissions from mobile sources are a function of vehicle miles traveled (VMT). Based on a zip code analysis, it was determined that the average trip length for mall patrons is 4.85 miles.[55,56] On an annual basis, the existing VMT is 47,730,363 and the 280,000-square-foot project would increase VMT by 9,413,113. Westfield Fashion Square and the proposed project would result in a total VMT of 57,143,476. URBEMIS2007 typically calculates CO_2 emissions based on default VMT values. However, the zip code analysis provided a project-specific VMT. Therefore, URBEMIS2007 was modified to account for the correct VMT.

URBEMIS2007 does not calculate CH_4 and N_2O emissions. The CH_4 emission rate was calculated as a ratio of daily countywide VMT to daily countywide emissions obtained from CARB's EMFAC2007 Mobile Source Emissions Inventory Model.[57] The same ratio methodology was utilized to obtain an NO_X emission rate, which was then adjusted to account for an N_2O to NO_X conversion ratio of 0.048.[58] The CH_4 and N_2O emission rates were multiplied by the existing and future VMT to obtain GHG emissions.

Table 3-13 shows mobile GHG emissions associated with the proposed project. As shown, Westfield Fashion Square currently generates 22,410 tons per year of CO_2 emissions from mobile sources and the proposed project would generate an additional 4,469 tons per year. When construction is complete, Westfield Fashion Square and the proposed project would generate 26,879 tons per year of CO_2 emissions. Westfield Fashion Square currently generates 38 tons per year of CH_4 emissions from mobile sources and the proposed project would generate an additional 8 tons per year. When construction is complete, the Westfield Fashion Square and the proposed project would generate 46 tons per year of CH_4 emissions. Westfield Fashion Square currently generates 688 tons per year of N_2O emissions from mobile sources and the proposed project would generate an additional 136 tons per year. When construction is complete, the Westfield Fashion Square and the proposed project would generate 824 tons per year of N_2O emissions.

Climate Change Discussion. **Table 3-13** shows GHG emissions for the Westfield Fashion Square, the 280,000-square-foot expansion project, existing conditions plus the proposed project, and existing conditions plus the proposed project with LEED certification. As shown, LEED certification would reduce CO_2 equivalent emissions by 54 tons per year. Total CO_2 equivalent emissions would be 31,418 tons per year. It should be noted that approximately 88 percent of GHG emissions would result from mobile sources. Net CO_2 equivalent emissions would be 5,056 tons per year. CARB has calculated total CO_2 equivalent emissions for the State of California a number of years up to 2004.[59] The State emitted 26.56 million metric tons of CO_2 equivalent emissions in 2004. The proposed project would represent less than 0.02 percent of Statewide CO_2 equivalent emissions.

The proposed project is an expansion of an existing retail shopping center, which is intended to capture retail sales and demand in the current trade area of Westfield Fashion Square. Thus, the project has the potential to decrease the amount of GHG emissions resulting from automobile trips associated with retail customers who currently travel longer distances to more distant retail

[55]Linscott, Law & Greenspan, Engineers, *Westfield Fashion Square Vehicle Miles Traveled Study*, 2007.

[56]The VMT was based on a study of existing shopper travel patterns for the Westfield Fashion Square. The objective of the proposed project is to capture more shoppers from the existing service area. As such, the proposed project would not expand the existing market range and it was assumed that existing average trip length would not change with implementation of the proposed project.

[57]CARB, EMFAC2007 Mobile Source Emissions Inventory Model, Version 2.3, November 1, 2006.

[58]California Air Resources Board, *N_2O Emission Factors - Estimates of Nitrous Oxide Emissions from Motor Vehicles and the Effects of Catalyst Composition and Aging, Table 8.2*, June 2005.

[59]CARB, http://www.arb.ca.gov/cc/ccei/inventory/tables/rpt_inventory_ipcc_sum.pdf, 2007.

businesses. In addition, the other sources of GHG emissions associated with the proposed project (energy, natural gas, and water consumptions) would probably occur if the project is not developed since the demand for the goods and services to be provided at the project site would be provided at another location to satisfy the demands of a growing population. Moreover, the proposed project is not the type of project that would generate a disproportionate amount of vehicle miles traveled or consumption of fuel. In fact, the proposed project includes programs that support greater use of mass transit. For example, the project would provide a shuttle service connecting the site to a nearby Orange Line station (e.g., Van Nuys Boulevard). This service would complement existing transit services (i.e., the LADOT DASH service) such that the shuttle would operate during hours when other public transit services connecting the site to the Orange Line are not available (e.g., evenings during the work week and certain weekend hours). The shuttle would operate during regular shopping center hours corresponding with periods of peak parking demand at the site (i.e., everyday during the holiday shopping period between November 15th and January 1st, and every Saturday/Sunday throughout the year). Consequently, the proposed project would result in a negligible increase in regional and national GHG emissions.

However, in light of the increased accumulation of GHGs in the atmosphere that may result in global climate change, a proposed project's contribution to that potential cumulative effect on climate change should be discussed. As previously discussed, OPR has been tasked with developing CEQA global warming significance thresholds. OPR has indicated that many significant questions must be answered before a consistent, effective, and workable process for completing global warming analyses can be created for use in CEQA documents.[60] OPR has also indicated that there may not be sufficient amount of information or research available to develop significance thresholds.[61] On a local level, the City of Los Angeles has not adopted a global warming significance threshold or addressed the issue in its CEQA Thresholds Guide. Also, no other agency (e.g., United States Environmental Protection Agency, CARB, or SCAQMD) responsible for managing air quality emissions has promulgated a global warming significance threshold that may be used in reviewing new development projects.

In the absence of project-specific significance thresholds established by any State or local air quality management agency, the analysis of potential impacts should focus on compliance with State and local plans aimed at reducing GHG emissions. The California Climate Action Team was formed in response to AB 32. The goal of the California Climate Action Team is to evaluate the impacts of climate change on California and examine adaptation measures that would best prepare the State to respond to adverse consequences of climate change. As shown in **Table 3-14**, the proposed project would be consistent with the applicable GHG reduction measures recommended by the California Climate Action Team to comply with AB 32.[62] As previously discussed, the City has published a Green LA Action Plan. The proposed project would be consistent with the applicable policies and measures discussed in the Green LA Action Plan. Green LA Action Plan policies relevant to the proposed project are also presented in **Table 3-14**. In addition to complying with the applicable elements of these two plans for reducing GHG emissions, the proposed project will also achieve LEED Basic certification. As a result, the proposed project's energy efficiency would be at least 10.5 to 14 percent beyond Title 24 requirements. Thus, the proposed project would actively reduce on going emissions through compliance with a number of GHG emission reduction strategies. Therefore, the proposed project would result in a less-than-significant impact on climate change.

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[60]California Climate Change Portal, California's Climate Change Policy & Climate Action Team, http://www.climatechange.ca.gov/documents/index.html#policy.

[61]*Ibid.*

[62]California Environmental Protection Agency, *Climate Action Team Report*, March 2006.

TABLE 3-14: CALIFORNIA CLIMATE ACTION TEAM REPORT	
GHG REDUCTION STRATEGY /a//b/	**PROJECT CONSISTENCY**
Diesel Anti-Idling – Limit diesel-fueled commercial motor vehicle idling.	Consistent with State law, the proposed project would prohibit diesel-fueled vehicles from idling in excess of five minutes.
Alternative Fuels – Require the use of one to four percent biodiesel displacement in California diesel fuel and increase the ethanol content of diesel fuel.	The proposed project would include transportation amenities, such as providing preferred parking to alternative-fueled vehicles, to encourage the use of alternative fuels.
Achieve 50 Percent Statewide Recycling Goal – Reduce GHG emissions associated with material extraction and production as well as methane emissions from landfills.	The proposed project would include a construction waste management plan that identifies construction materials to be diverted from disposal. The waste management plan would include recycling and/or salvaging at least 50 percent of non-hazardous construction and demolition debris.
Urban Forestry – Plant trees in urban areas.	Landscaping for the proposed project would include the planting of native, drought-resistant trees throughout the project site.
Water Use Efficiency – Conserve water so that GHG emissions are reduced from energy consumption required to convey, treat, distribute, and use water and wastewater.	The proposed project would use high-efficiency irrigation technology or reduce potable water consumption for irrigation by 50 percent. In addition, the proposed project would employ strategies that use 20 percent less water than the water use baseline calculated for the building (not including irrigation) after meeting the Energy Policy Act of 1992 fixture performance requirements.
Building Energy Efficiency Standards in Place – Place priority on and establish specific goals for updating building energy efficiency standards.	The proposed project will achieve LEED Basic certification. This would result in minimum energy efficiency savings of approximately 10.5 to 14 percent over California Title 24 Energy Design Standards.
Appliance Energy Efficiency Standards in Place – Place priority on updating State appliance energy efficiency standards.	The proposed project will achieve LEED Basic certification. This would result in minimum energy efficiency savings of approximately 10.5 to 14 percent over California Title 24 Energy Design Standards.
Measures to Improve Transportation Energy Efficiency – Provide incentives, tools, and information that advance cleaner transportation and reduce GHG emissions.	The proposed project would include transportation amenities, such as providing preferred parking to alternative-fueled vehicles. The proposed project will be located near public transportation routes and along a heavily traveled vehicle corridor. This would encourage mass transportation thereby potentially reducing regional VMT.
Green Building Initiative – Encourage private building owners and operators to reduce energy use by 20 percent.	LEED Basic certification would reduce energy use by at least 10.5 to 14 percent. In addition, the proposed project would encourage alternative-fueled vehicles, which would also reduce project-related energy use.
GREEN LA ACTION PLAN	
Promote Green Building -Create a comprehensive set of green building guidelines	The proposed project will achieve LEED Basic certification, which would reduce energy use by at least 10.5 to 14 percent. In addition, the proposed project would encourage alternative-fueled vehicles, which would also reduce project-related energy use.

TABLE 3-14: CALIFORNIA CLIMATE ACTION TEAM REPORT

GHG REDUCTION STRATEGY /a//b/	PROJECT CONSISTENCY
Decrease per capita water use -Encourage water conservation and recycling	The proposed project would use high-efficiency irrigation technology or reduce potable water consumption for irrigation by 50 percent. In addition, the proposed project would employ strategies that use 20 percent less water than the water use baseline calculated for the building (not including irrigation) after meeting the Energy Policy Act of 1992 fixture performance requirements.
Transportation-Promote mass transitreate	The proposed project will be located near public transportation routes and along a heavily traveled vehicle corridor. This would encourage mass transportation(e.g, providing bus shuttles and encouraging car pooling through an on-site Rideshare Coordinator, thereby potentially reducing regional VMT.
Shift waste disposal to resource recovery-Increase Citywide recycling	The proposed project would include a construction waste management plan that identifies construction materials to be diverted from disposal. The waste management plan would include recycling and/or salvaging at least 50 percent of non-hazardous construction and demolition debris.

/a/ California Air Resources Board, *Expanded List of Early Action Measure to Reduce Greenhouse Gas Emissions in California Recommended for Board Consideration*, September 2007.
/b/ Only GHG reduction strategies applicable to the proposed project are presented.
SOURCE: TAHA, 2008

3.7 CUMULATIVE IMPACTS

The SCAQMD has set forth both a methodological framework and significance thresholds for the assessment of a project's cumulative air quality impacts. SCAQMD's approach is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and State Clean Air Acts. This forecast also takes into account SCAG's forecasted future regional growth. As such, the analysis of cumulative impacts focuses on determining whether the proposed project is consistent with forecasted future regional growth.

Based on SCAQMD's methodology, a project would have a significant cumulative air quality impact if the ratio of daily project-related employment vehicle miles traveled to daily countywide vehicle miles traveled exceeds the ratio of project-related employment to countywide employment.[63] None if the related projects in the Expansion Project area require a General Plan Amendment and as a result, these projections are viewed by SCAG and SCAQMD as representing new unanticipated growth. As shown in **Table 3-15**, the proposed project to countywide VMT ratio is not greater than the proposed project to countywide employment ratio.

A localized CO impact analysis was also completed for cumulative traffic (i.e., related projects and ambient growth through 2012). When calculating future traffic impacts, the traffic consultant took 17 additional projects into consideration. Thus, the future traffic results without and with the proposed project already account for the cumulative impacts from these other projects. As shown in **Table 3-11** and **Table 3-12**, the proposed project with cumulative traffic would not violate CO

[63]SCAQMD, *CEQA Air Quality Handbook*, Table A9-14, 1993.

standards at local intersections. As such, the proposed project would not contribute to cumulative air quality impacts.

TABLE 3-15: CUMULATIVE AIR QUALITY ANALYSIS	
Daily Vehicle Miles Traveled For Project Employment /a/	20,961
Daily Vehicle Miles Traveled Countywide /b/	223,514,000
Daily Vehicle Miles Traveled Ratio	**0.000009**
Project Employment /c/	788
Countywide Employment /d/	5,022,215
Employment Ratio	**0.000016**
Significance Test - Daily Vehicle Miles Traveled Ratio Greater Than Employment Ratio	**No**

/a/ Data obtained from URBEMIS 2007.
/b/ Data obtained from EMFAC2007.
/c/ Employment was projected using SCAG's *Employment Density Summary Report*, 2001.
/d/ Data obtained from SCAG's Regional Transportation Plan, Socioeconomic Projections, 2004.
SOURCE: TAHA, 2008

4.0 NOISE & VIBRATION

This section evaluates noise and vibration impacts associated with the implementation of the proposed project. The noise and vibration analysis in this section assesses the following: existing noise and vibration conditions at the project site and its vicinity, as well as short-term construction and long-term operational noise and vibration impacts associated with the proposed project. Mitigation measures for potentially significant impacts are recommended, where appropriate.

4.1 NOISE AND VIBRATION CHARACTERISTICS AND EFFECTS

4.1.1 Noise

Characteristics of Sound

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement for sound is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The "A-weighted scale," abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. **Figure N-1** provides examples of A-weighted noise levels from common sounds.

Noise Definitions

This noise analysis discusses sound levels in terms of Community Noise Equivalent Level (CNEL) and Equivalent Noise Level (L_{eq}).

Equivalent Noise Level. L_{eq} is the average noise level on an energy basis for any specific time period. The L_{eq}, if constant over a specified time period, would contain the same sound energy as the actual sound that varies in level with time.

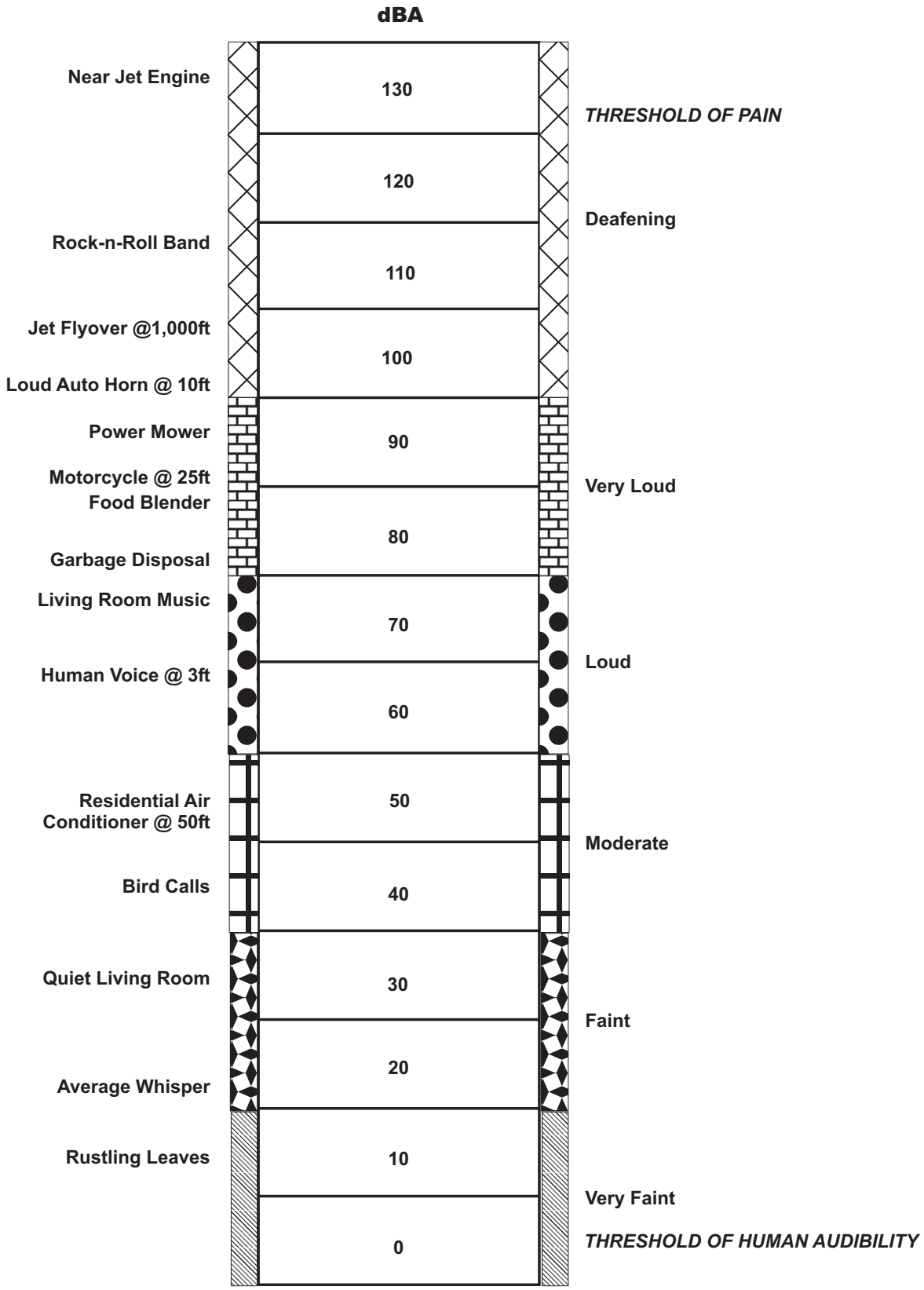
Community Noise Equivalent Level. CNEL is a 24-hour continuous Leq with five dBA added to noise occurring between 7:00 p.m. and 10:00 p.m. and ten dBA added to noise levels occurring between 10:00 p.m. to 7:00 a.m. The added values are used to account for added sensitivity during evening and typical nighttime sleeping hours.

Effects of Noise

Noise is generally defined as unwanted sound. The degree to which noise can impact the human environment range from levels that interfere with speech and sleep (annoyance and nuisance) to levels that cause adverse health effects (hearing loss and psychological effects). Human response to noise is subjective and can vary greatly from person to person. Factors that influence individual response include the intensity, frequency, and pattern of noise, the amount of background noise present before the intruding noise, and the nature of work or human activity that is exposed to the noise source.

Audible Noise Changes

Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA would be noticeable and would likely evoke a community reaction. A 10 dBA increase is subjectively heard as a doubling in loudness and would cause a community response.



SOURCE: Cowan, James P., *Handbook of Environmental Acoustics*

taha 2006-127

Westfield Fashion Square Expansion Project
Air Quality and Noise Impact Report

Planning Associates

FIGURE N-1

A-Weighted Decibel Scale

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or "point source," will decrease by approximately 6 dBA over hard surfaces and 7.5 dBA over soft surfaces for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on.

Generally, noise is most audible when traveling by direct line-of-sight.[64] Barriers, such as walls, berms, or buildings, that break the line-of-sight between the source and the receiver greatly reduces noise levels from the source since sound can only reach the receiver by bending over the top of the barrier (diffraction). Sound barriers can reduce sound levels by up to 20 dBA. However, if a barrier is not high or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

Applicable Regulations

The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise sensitive land uses. Regarding construction, the Los Angeles Municipal Code (LAMC) indicates that no construction or repair work shall be performed between the hours of 9:00 p.m. and 7:00 a.m. the following day, since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, apartment or other place of residence.[65] No person, other than an individual home owner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind or perform such work within 500 feet of land so occupied before 8:00 a.m. or after 6:00 p.m. on any Saturday or on a federal holiday, or at any time on any Sunday.

The LAMC also specifies the maximum noise level of powered equipment or powered hand tools.[66] Any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet is prohibited. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means the above noise limitation cannot be met despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of equipment.

The City of Los Angeles has published the L.A. CEQA Thresholds Guide, which includes significance thresholds for construction and operational noise. For construction noise, the significance thresholds apply if activity occurs within 500 feet of a noise sensitive use or between the hours identified in the Noise Ordinance. For operational noise, the significance thresholds apply if the proposed project introduces a stationary noise source likely to be audible beyond the property line of the project site or if the project includes 75 or more dwelling units, 100,000 square feet or greater of nonresidential development, or has the potential to generate 1,000 or more average daily vehicle trips.

[64]Line-of-sight is an unobstructed visual path between the noise source and the noise receptor.

[65]LAMC, Chapter IV, Article 1, Section 41.40, January 29, 1984 and Chapter XI, Article 2, Section 112.04, August 8, 1996.

[66]LAMC, Chapter XI, Article 2, Section 112.05, August 8, 1996.

4.1.2 Vibration

Characteristics of Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile driving, and heavy earth-moving equipment.

Vibration Definitions

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV in inches per second is often used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (Vdb) is commonly used to measure RMS. The decibel notation acts to compress the range of numbers required to describe vibration.[67]

Effects of Vibration

High levels of vibration may cause physical personal injury or damage to buildings. However, ground-borne vibration levels rarely affect human health. Instead, most people consider ground-borne vibration to be an annoyance that may affect concentration or disturb sleep. In addition, high levels of ground-borne vibration may damage fragile buildings or interfere with equipment that is highly sensitive to ground-borne vibration (e.g., electron microscopes).

To counter the effects of ground-borne vibration, the Federal Railway Administration (FRA) and the Federal Transit Administration (FTA) have published guidance relative to vibration impacts. According to the FRA, fragile buildings can be exposed to ground-borne vibration levels of 0.5 inches per second PPV without experiencing structural damage.[68]

Perceptible Vibration Changes

In contrast to noise, ground-borne vibration is not a phenomenon that most people experience every day. The background vibration velocity level in residential areas is usually 50 Vdb RMS or lower, well below the threshold of perception for humans which is around 65 Vdb RMS.[69] Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

[67]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, April 1995.
[68]Federal Railway Administration, *High-Speed Ground Transportation Noise and Vibration Impact Assessment*, December 1998.
[69]Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, April 1995.

Applicable Regulations

There are no adopted City standards for ground-borne vibration.

4.2 EXISTING ENVIRONMENTAL SETTING

4.2.1 Existing Noise Environment

The existing noise environment of the project area is characterized by vehicular traffic and noises typical to a dense urban area (e.g., people conversing). Vehicular traffic is the primary source of noise in the project vicinity.

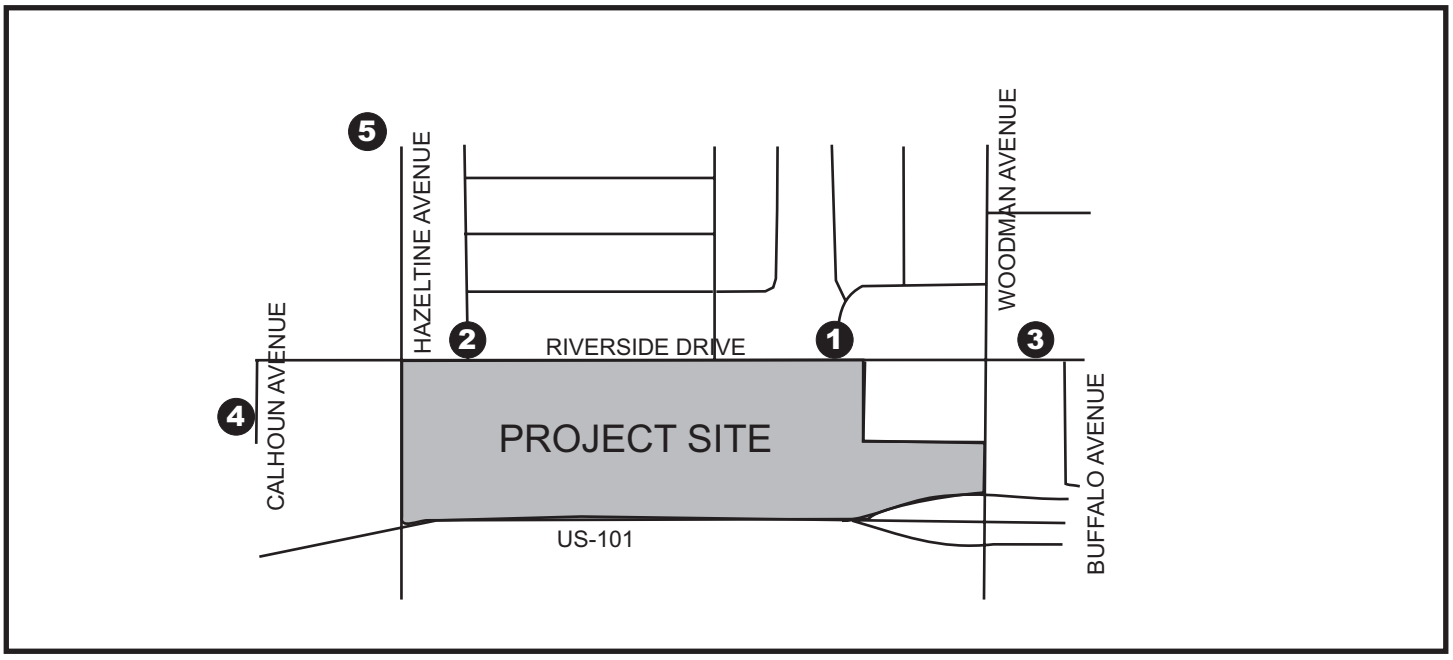
Two sets of ambient sound readings were taken at the project site and the surrounding area using a Quest Q-400 Noise Dosimeter. Noise monitoring was completed along Riverside Drive between 8:45 a.m. and 12:10 p.m. on December 5, 2006. This monitoring period represented the peak season at Westfield Fashion Square and, as such, ambient noise levels in the project vicinity were higher than the typical daily ambient noise level. Noise monitoring was also completed between 11:00 a.m. and 2:30 p.m. on August 15, 2007. This monitoring period represented the off-peak season at the Westfield Fashion Square and, as such, ambient noise levels in the project vicinity were similar to the typical daily ambient noise level.

These readings were used to establish existing ambient noise conditions and to provide a baseline for evaluating construction and operational noise impacts. Noise monitoring locations are shown in **Figure N-2**. As shown in **Table 4-1**, existing ambient sound levels range between 72.0 to 75.7 dBA during the peak season and between 65.5 and 68.4 dBA L_{eq} during the off-peak season.

TABLE 4-1: EXISTING NOISE LEVELS

Key to Figure N-2	Noise Monitoring Location	Duration (Minutes)	Sound Level (dBA, L_{eq})			
			Time	Peak Season	Time	Off-Peak Season
1	Multi-Family Residence on Riverside Drive	15	9:27 a.m.	75.7	11:53 a.m.	66.2
2	Multi-Family Residence on Riverside Drive	15	9:07 a.m.	72.0	12:15 p.m.	68.3
3	Notre Dame Sherman Oaks High School	15	--	--	11:26 a.m.	67.1
4	Single-Family Residence on Calhoun Avenue and Riverside Drive	15	--	--	1:30 p.m.	65.5
5	Van Nuys Sherman Oaks Park on Hazeltine Avenue	15	--	--	12:55 p.m.	68.4

SOURCE: TAHA, 2008



LEGEND:

(#) Noise Monitoring Locations

1. Multi-Family Residence on Riverside Drive
2. Multi-Family Residence on Riverside Drive
3. Sherman Oaks Notre Dame High School
4. Single-Family Residence on Calhoun Avenue
5. Van Nuys Sherman Oaks Park

SOURCE: TAHA, 2008

N

NOT TO SCALE

FIGURE N-2

NOISE MONITORING LOCATIONS

4.2.2 Existing Vibration Environment

Similar to the environmental setting for noise, the vibration environment is dominated by traffic from nearby roadways. Heavy trucks can generate ground-borne vibrations that vary depending on vehicle type, weight, and pavement conditions. According to the Federal Transit Administration, heavy-duty vehicles do not typically generate perceptible ground-borne vibration because rubber tires and suspension systems provide vibration isolation on smooth roadways. Roadways surrounding the project site are typical urban roadways and vibration is not perceptible at the project site.

4.2.3 Sensitive Receptors

Noise- and vibration-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise and vibration sensitive and may warrant unique measures for protection from intruding noise. As shown in **Figure AQ-3**, sensitive receptors near the project site include the following:

- Multi-family residences located approximately 120 feet north of the project site, across Riverside Drive
- Single-family residences located approximately 250 feet east of the project site, across Woodman Avenue
- Notre Dame High School located approximately 575 feet northeast of the project site, across Riverside Drive
- Single-family residences located approximately 700 feet west of the project site on Calhoun Avenue and Riverside Drive
- Van Nuys Sherman Oaks Park located approximately 800 feet northeast of the project site, along Hazeltine Avenue

4.2.4 Vehicular Traffic

As stated earlier, vehicular traffic is the predominant noise source in the project vicinity. Using existing traffic volumes (Year 2008) provided by the project traffic consultant and the Federal Highway Administration (FHWA) RD-77-108 noise calculation formulas, CNEL was calculated for various roadway segments near the project site. Existing weekday and weekend mobile noise levels are shown in **Table 4-2** and **Table 4-3**, respectively. As shown in **Table 4-2**, weekday mobile noise levels in the project area range from 71.2 to 74.1 dBA CNEL. As shown in **Table 4-3**, weekend mobile noise levels in the project area range from 70.5 to 73.6 dBA CNEL. Modeled vehicle noise levels are slightly lower than the noise measurements along similar roadway segments as modeled noise levels do not take into account additional noise sources (e.g., pedestrians).

TABLE 4-2: EXISTING ESTIMATED COMMUNITY NOISE EQUIVALENT LEVEL - WEEKDAY /a/	
Roadway Segment	**Estimated CNEL dBA /b/**
Riverside Drive between Van Nuys Boulevard and Hazeltine Avenue	71.2
Riverside Drive between Hazeltine Avenue and Woodman Avenue	73.3
Riverside Drive between Woodman Avenue and Sunnyslope Avenue	73.3
Woodman Avenue between Magnolia Boulevard and Riverside Drive	74.1
Woodman Avenue between US-101 Westbound Ramps and Moorpark Street	74.1
Hazeltine Avenue between Fashion Square Lane and Moorpark Street	73.1
Hazeltine Avenue between Magnolia Boulevard Riverside Drive	73.8

/a/ The predicted CNEL were calculated as peak hour L_{eq} and converted into CNEL using the California Department of Transportation Technical Noise Supplement (October 1998). The conversion involved making a correction for peak hour traffic volumes as a percentage of average daily traffic and a nighttime penalty correction. The peak hour traffic was assumed to be ten percent of the average daily traffic.
/b/ CNEL is presented at the property line of the sensitive receptor nearest to the roadway segment.
SOURCE: TAHA, 2008 (Appendix G)

TABLE 4-3: EXISTING ESTIMATED COMMUNITY NOISE EQUIVALENT LEVEL - WEEKEND /a/	
Roadway Segment	**Estimated CNEL dBA /b/**
Riverside Drive between Van Nuys Boulevard and Hazeltine Avenue	70.5
Riverside Drive between Hazeltine Avenue and Woodman Avenue	72.7
Riverside Drive between Woodman Avenue and Sunnyslope Avenue	72.1
Woodman Avenue between Magnolia Boulevard Riverside Drive	73.5
Woodman Avenue between US-101 Westbound Ramps and Moorpark Street	73.6
Hazeltine Avenue between Fashion Square Lane and Moorpark Street	72.3
Hazeltine Avenue between Magnolia Boulevard Riverside Drive	73.0

/a/ The predicted CNEL were calculated as peak hour L_{eq} and converted into CNEL using the California Department of Transportation Technical Noise Supplement (October 1998). The conversion involved making a correction for peak hour traffic volumes as a percentage of average daily traffic and a nighttime penalty correction. The peak hour traffic was assumed to be ten percent of the average daily traffic.
/b/ CNEL is presented at the property line of the sensitive receptor nearest to the roadway segment.
SOURCE: TAHA, 2008 (Appendix G)

4.3 SIGNIFICANCE CRITERIA

The City of Los Angeles has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise sensitive land uses.

4.3.1 Construction Phase Significance Criteria

A significant construction impact would result if:

- Construction activities lasting more than one day would exceed existing ambient exterior noise levels by 10 dBA or more at a sensitive receptor;

- Construction activities lasting more than ten days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a sensitive receptor; or

- Construction activities would exceed the ambient noise level by 5 dBA at a noise receptor between the hours of 9:00 p.m. and 7:00 a.m., Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday.

4.3.2 Operational Phase Significant Criteria

A significant operational impact would result if:

- Project-related mobile noise causes the ambient noise level measured at the property line of the affected uses to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category (**Table 4-4**) or any five decibel or more increase in noise level; or

- Stationary noise sources increase ambient noise levels by 5 dBA or greater.

4.3.3 Ground-borne Vibration Significance Criteria

There are no adopted State or City of Los Angeles ground-borne vibration standards. Based on federal guidelines, the proposed project would result in a significant construction or operational vibration impact if:

- The proposed project would expose buildings to the FRA building damage threshold level of 0.5 inches per second PPV.

4.4 ENVIRONMENTAL IMPACTS

4.4.1 Noise Impacts

Construction Phase Noise Impacts

Construction of the proposed project would result in temporary increases in ambient noise levels in the project area on an intermittent basis. The increase in noise would likely result in a temporary annoyance to nearby residents during construction activity. Noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers.

Construction activities require the use of numerous noise generating equipment, such as jack hammers, pneumatic impact equipment, saws, and tractors. Typical noise levels from various types of equipment that may be used during construction are listed in **Table 4-5**. The table shows noise levels at distances of 50 and 100 feet from the construction noise source.

TABLE 4-4: LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

Land Use Category	Community Noise Exposure (dBA, CNEL) 55	60	65	70	75	80
Residential - Low Density Single-Family, Duplex, Mobile Homes						
Residential - Multi-Family						
Transient Lodging - Motels Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Professional						
Industrial, Manufacturing, Utilities, Agriculture						

Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditionally will normally suffice.

Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable - New construction or development should generally not be undertaken.

SOURCE: California Office of Noise Control, Department of Health Services.

TABLE 4-5: MAXIMUM NOISE LEVELS OF COMMON CONSTRUCTION MACHINES

Noise Source	Noise Level (dBA) /a/	
	50 Feet	100 Feet
Jackhammer	82	76
Steamroller	83	77
Street Paver	80	74
Backhoe	83	77
Street Compressor	67	61
Front-end Loader	79	73
Street Cleaner	70	64
Idling Haul Truck	72	66
Cement Mixer	72	66

/a/ Assumes a six decibel drop-off rate for noise generated by a "point source" and traveling over hard surfaces. Actual measured noise levels of the equipment listed in this table were taken at distances of ten and 30 feet from the noise source.
SOURCE: Cowan, James P., 1994. *Handbook of Environmental Acoustics*.

Whereas **Table 4-5** shows the noise level of each equipment, the noise levels shown in **Table 4-6** take into account the likelihood that more than one piece of construction equipment would be in operation at the same time and lists the typical overall noise levels that would be expected for each phase of construction. These noise levels are based on surveys conducted by the USEPA in the early 1970s. Since 1970, regulations have been enforced to improve noise generated by certain types of construction equipment to meet worker noise exposure standards. However, many older pieces of equipment are still in use. Thus, the construction phase noise levels indicated in **Table 4-6** represent worst-case conditions. As the table shows, the highest noise levels are expected to occur during the grading/excavation and finishing phases of construction. The noise source is assumed to be active for 40 percent of the eight-hour work day (consistent with the EPA studies of construction noise), generating a noise level of 89 dBA at a reference distance of 50 feet.

TABLE 4-6: OUTDOOR CONSTRUCTION NOISE LEVELS

Construction Phase	Noise Level At 50 Feet (dBA)
Ground Clearing	84
Grading/Excavation	89
Foundations	78
Structural	85
Finishing	89

SOURCE: City of Los Angeles, *L.A. CEQA Thresholds Guide*, 2006.

The noise level during the construction period at each receptor location was calculated by (1) making a distance adjustment to the construction source sound level and (2) logarithmically adding the adjusted construction noise source level to the ambient noise level. The estimated construction noise levels at sensitive receptors are shown in **Table 4-7**. Noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers.

As shown in **Table 4-7**, construction activity would exceed the 5-dBA incremental increase significance threshold at residential land uses along Riverside Drive during peak and off-peak season. It is important to note that construction activity would occur intermittently during the day and would not occur within noise-sensitive hours (10:00 p.m. to 7:00 a.m.). Regardless, construction noise levels would exceed the 5-dBA incremental increase significance threshold and, as such, would result in a significant impact without implementation of mitigation measures.

The proposed project would utilize sonic pile driving to construct the seven-story parking structure. Pile driving would potentially generate a noise level of 101 dBA Leq. The nearest sensitive receptor would be approximately 400 feet north of pile driving activity. The ambient noise level at this sensitive receptor is approximately 66.2 dBA Leq. At 400 feet, sonic pile driving would generate a maximum noise level of approximately 83 dBA Leq. This noise level would be reduced by 5 dBA to 78 dBA Leq by intervening structures that block the line-of-site between pile driving and the sensitive receptor. When added to the existing ambient noise level, pile driving activity would increase the ambient noise level by approximately 12.1 dBA. This would exceed the 5-dBA Leq incremental increase significance threshold and, as such, pile driving would result in a significant impact without implementation of mitigation measures.

In addition to on-site construction noise, haul trucks would require access to the project site during construction activity. Trucks would likely travel along Riverside Drive to reach the project site. As a result, residential land uses along Riverside Drive would potentially experience increased noise levels from haul trucks. Adding ten truck trips per hour along Riverside Drive would increase the CNEL by approximately 0.2 dBA. This increase would be less than the 3-dBA CNEL incremental increase significance threshold and, as such, haul truck noise would result in a less than significant impact.

Additional sensitive receptors are located north, east, and west of the project site. These sensitive receptors would also experience increase ambient noise level due to construction activity. However, this increase would be less than that presented for the multi-family residences along Riverside Drive due to distance and building attenuation (the multi-family residences along Riverside Drive would act as a sound wall to the residential buildings behind them).

The City of Los Angeles Municipal Code (LAMC) regulates construction noise by limiting activity to the hours identified in the Noise Ordinance. Construction activity associated with the project would comply with the standards established in the Noise Ordinance. All construction activity would be prohibited between the hours of 9:00 p.m. and 7:00 a.m. on weekdays, or between the hours of 6:00 p.m. and 8:00 a.m. on Saturday, Sunday or a public holiday. In general, Saturday construction activity would be limited to low level noise sources (e.g., painting and interior improvements).

TABLE 4-7: CONSTRUCTION NOISE IMPACT - UNMITIGATED

Key To Figure N-2	Distance (feet) /a/	Maximum Construction Noise Level (dBA, L_{eq}) /b/	Existing Ambient (dBA, L_{eq}) /c/	New Ambient (dBA, L_{eq}) /d/	Increase	Impact
Off-Peak Season at Westfield Fashion Square						
1. Multi-Family Residence on Riverside Drive	120	81.4	66.2	81.5	15.3	Yes
2. Multi-Family Residence on Riverside Drive	120	81.4	68.3	81.6	13.3	Yes
3. Notre Dame Sherman Oaks High School	575	67.8	67.1	71.9	3.4	No
4. Single Family Residence on Calhoun Avenue and Riverside Drive	750	65.5	65.5	68.5	3.0	No
5. Van Nuys Sherman Oaks Park on Hazeltine Avenue	800	65.0	68.4	70.0	1.6	No
Peak Season at Westfield Fashion Square						
1. Multi-Family Residence on Riverside Drive	120	81.4	69.3	81.7	12.4	Yes
2. Multi-Family Residence on Riverside Drive	120	81.4	70.3	81.7	11.4	Yes

/a/ Distance of noise source from receptor.
/b/ Construction noise source's sound level at receptor location, with distance and building adjustment.
/c/ Pre-construction activity ambient sound level at receptor location.
/d/ New sound level at receptor location during the construction period, including noise from construction activity.
/e/ An incremental noise level increase of five dBA or more would result in a significant impact.
SOURCE: TAHA, 2008.

The noise limitation of the LAMC does not apply where compliance is technically infeasible.[70] "Technically infeasible" means that the noise standard cannot be met despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during the operation of equipment. For example, it would not be feasible to utilize a five-story sound blanket to reduce construction noise levels. Freestanding sound blankets cannot extend to five stories and hanging a sound blanket off the side of the proposed building would interfere with construction activity.

Construction Phase Noise Mitigation Measures

N1 All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.

N2 Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).

N3 Equipment staging areas shall be located on the southern portion of the project site, as far away as possible from multi-family residences on Riverside Drive.

[70] *LAMC, Chapter IX, Article 2, Section 122.05.*

N4 During building construction, a sound barrier capable of achieving sound attenuation of at least 10 dBA (e.g., sound attenuation blanket) shall be constructed, such that the line of sight is blocked from active construction areas to residential land uses on Riverside Drive.

N5 Construction workers shall be required to park at designated locations and shall be prohibited from parking on nearby residential streets.

N6 Pile drivers shall be shrouded with acoustically absorptive shields capable of reducing noise by at least 9 dBA at all times during pile driving operations.

N7 Pile driving activity shall be scheduled for times that have the least impact on adjacent sensitive receptors.

N8 All residential units located within 750 feet of the construction site shall be sent a notice regarding the construction schedule of the proposed project. A sign, legible at a distance of 50 feet shall also be posted at the construction site. All notices and signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints..

N9 A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs, legible at a distance of 50 feet, posted at the construction site shall list the telephone number for the disturbance coordinator.

Impacts After Mitigation

Mitigation Measure **N1** would reduce construction noise levels by 3 dBA, and Mitigation Measure **N4** would reduce construction noise levels by approximately 10 dBA. The noise disturbance coordinator (Mitigation Measure **N9**) would ensure that noise complaints would be resolved. The other mitigation measures (**N2**, **N3**, and **N8**) would assist in attenuating construction noise levels. Mitigation Measures **N6**, and **N7** would reduce pile driving noise by at least 9 dBA. The resulting incremental increase in ambient noise levels due to pile driving at the nearest sensitive receptor would be 4.6 dBA. **Table 4-8** shows the construction noise impacts with 13 dBA of noise level reduction from Mitigation Measures **N1** and **N4**. As shown in **Table 4-8**, the construction noise level increase with mitigation at the multi-family residences on Riverside Drive would be less than 5-dBA threshold. As such, construction noise would result in a less-than-significant impact with mitigation incorporated.

Operational Phase Noise Impacts

Vehicular Noise. The predominant noise source for the proposed project is vehicular traffic. According to the traffic report prepared by Linscott, Law, and Greenspan Engineers, the proposed project would generate 4,964 weekday daily vehicle trips and 6,252 weekend daily vehicle trips.[24]

[24]Linscott, Law, and Greenspan Engineers. *Traffic Study for the Sherman Oaks Fashion Square Expansion Project*, February 2008.

TABLE 4-8: CONSTRUCTION NOISE IMPACT - MITIGATED

Key To Figure N-2	Distance (feet) /a/	Maximum Construction Noise Level (dBA, L_{eq}) /b/	Existing Ambient (dBA, L_{eq}) /c/	New Ambient (dBA, L_{eq}) /d/	Increase	Impact
Off-Peak Season at Westfield Fashion Square						
1. Multi-Family Residence on Riverside Drive	120	69.4	66.2	71.1	4.9	No
2. Multi-Family Residence on Riverside Drive	120	69.4	68.3	70.5	3.6	No
3. Notre Dame Sherman Oaks High School	575	64.8	67.1	69.1	2.0	No
4. Single Family Residence on Calhoun Avenue and Riverside Drive	750	62.5	65.5	67.3	1.8	No
5. Van Nuys Sherman Oaks Park on Hazeltine Avenue	800	61.9	68.4	69.3	0.9	No
Peak Season at Westfield Fashion Square						
1. Multi-Family Residence on Riverside Drive	120	69.4	69.3	72.4	3.1	No
2. Multi-Family Residence on Riverside Drive	120	69.4	70.3	72.9	2.6	No

/a/ Distance of noise source from receptor.
/b/ Construction noise source's sound level at receptor location, with distance and building adjustment.
/c/ Pre-construction activity ambient sound level at receptor location.
/d/ New sound level at receptor location during the construction period, including noise from construction activity.
/e/ An incremental noise level increase of five dBA or more would result in a significant impact.
SOURCE: TAHA, 2008

To ascertain off-site noise impacts, traffic was modeled under future year (2012) no project and with project conditions utilizing FHWA RD-77-108 noise calculation formulas. Results of the weekday analysis are summarized in **Table 4-9**. The greatest weekday project-related noise increase would be 0.4 dBA CNEL and would occur along Riverside Drive between Hazeltine and Woodman Avenues. Weekday roadway noise levels attributed to the proposed project would increase by less than 3- dBA (CNEL) at all analyzed segments.

TABLE 4-9: 2007 AND 2012 ESTIMATED COMMUNITY NOISE EQUIVALENT LEVEL - WEEKDAY/a/

Roadway Segment	Estimated dBA, CNEL /b/				
	Existing (2007)	No Project (2012)	Project (2012)	Project Impact	Cumulative Impact
Riverside Drive between Hazeltine and Woodman Avenues	73.3	73.9	74.3	0.4	1.0
Riverside Drive between Van Nuys Boulevard and Hazeltine Avenue	71.2	71.7	71.9	0.2	0.7
Riverside Drive between Sunnyslope and Woodman Avenues	73.3	74.2	74.2	0.0	0.9
Woodman Avenue between Magnolia Boulevard and Riverside Drive	74.1	74.5	74.6	0.1	0.5
Woodman Avenue between 101 Freeway Westbound Ramp and Moorpark Street	74.1	74.7	74.7	0.0	0.6
Hazeltine Avenue between Fashion Square Lane and Moorpark Street	73.1	73.6	73.7	0.1	0.6
Hazeltine Avenue between Magnolia Boulevard and Riverside Drive	73.8	74.3	74.5	0.2	0.7

/a/ The predicted CNEL were calculated as peak hour L_{eq} and converted into CNEL using the California Department of Transportation *Technical Noise Supplement* (October 1998). The conversion involved making a correction for peak hour traffic volumes as a percentage of average daily traffic and a nighttime penalty correction. The peak hour traffic was assumed to be ten percent of the average daily traffic.
/b/ CNEL is presented at the property line of the sensitive receptor nearest to the roadway segment.
SOURCE: TAHA, 2008 (Appendix G)

Results of the weekend analysis are summarized in **Table 4-10**. The greatest project-related noise increase would be 0.5 dBA CNEL and would also occur along Riverside Drive between Hazeltine and Woodman Avenues. Weekend roadway noise levels attributed to the proposed project would increase by less than 3-dBA CNEL at all analyzed segments.

Mobile noise generated by the proposed project would not cause the ambient noise level measured at the property line of the affected uses to increase by 3 decibels CNEL to or within the "normally unacceptable" or "clearly unacceptable" category (**Table 4-4**) or any 5 decibel or more increase in noise level. The proposed project would result in a less-than-significant mobile noise impact.

TABLE 4-10: 2007 AND 2012 ESTIMATED COMMUNITY NOISE EQUIVALENT LEVEL - WEEKEND/a/

Roadway Segment	Estimated dBA, CNEL /b/				
	Existing (2007)	No Project (2012)	Project (2012)	Project Impact	Cumulative Impact
Riverside Drive between Hazeltine and Woodman Avenues	72.7	73.3	73.8	0.5	1.1
Riverside Drive between Van Nuys Boulevard and Hazeltine Avenue	70.5	71.2	71.5	0.3	1.0
Riverside Drive between Sunnyslope and Woodman Avenues	72.1	72.9	73.1	0.2	1.0
Woodman Avenue between Magnolia Boulevard and Riverside Drive	73.5	74.1	74.2	0.1	0.7
Woodman Avenue between 101 Freeway Westbound Ramp and Moorpark Street	73.6	74.3	74.4	0.1	0.8
Hazeltine Avenue between Fashion Square Lane and Moorpark Street	72.3	72.8	73.0	0.2	0.7
Hazeltine Avenue between Magnolia Boulevard and Riverside Drive	73.0	73.6	73.8	0.2	0.8

/a/ The predicted CNEL were calculated as peak hour L_{eq} and converted into CNEL using the California Department of Transportation *Technical Noise Supplement* (October 1998). The conversion involved making a correction for peak hour traffic volumes as a percentage of ADT and a nighttime penalty correction. The peak hour traffic was assumed to be ten percent of the average daily traffic.
/b/ CNEL is presented at the property line of the sensitive receptor nearest to the roadway segment.
SOURCE: TAHA, 2008 (Appendix G)

Non-Vehicular Noise. Potential stationary noise sources related to the long-term operations of the proposed project includes mechanical equipment (e.g., parking structure air vents and heating, ventilation, and air conditioning (HVAC) equipment.) Mechanical equipment would be designed so as to be located within an enclosure or confined to the rooftop of the proposed structure. In addition, mechanical equipment would be screened from view as necessary to comply with the City of Los Angeles Noise Ordinance requirements for both daytime (50 dBA) and nighttime (40 dBA) noise levels at residential land uses. Operation of mechanical equipment would not be anticipated to increase ambient noise levels by 5 dBA or more. Stationary noise would result in a less-than-significant impact.

Project-related parking would include a subterranean parking structure, a two-level parking structure located off of Woodman Avenue at the eastern end of the project site, and a seven-level parking structure south of the Macy's parking structure. Noise generated by activity associated with the subterranean parking structure would not be audible off the project site and would not increase ambient noise levels.

The two-level parking structure would be located off of Woodman Avenue at the eastern end of the project site. This area is currently utilized for surface parking. The nearest sensitive receptors to the parking structure would be located approximately 250 feet east of the project site. Noise sources associated with the parking structure include vehicle movement, slamming doors, and car alarms. Parking activity typically generates a noise level of 63 dBA Leq at 50 feet, including rooftop noise. Based on distance attenuation, the parking-related noise levels would be approximately 52.5 dBA Leq. Mobile-source related noise levels are approximately 73.2 dBA along Woodman Avenue,

North of Highway 101. When added to this noise level, parking-related noise would increase the ambient noise level by less than 0.1 dBA. This level is less than the 5-dBA significance threshold, which would result in a less than significant impact.

The proposed project would include a seven-level parking structure located south of the Macy's parking lot. This parking structure would be located approximately 400 feet south of the nearest sensitive receptor (i.e. residences on Riverside Drive). As shown in **Table 4-1**, the monitored noise levels along the portion of Riverside Drive in front of the residential land use are 66.2 and 68.3 dBA L_{eq}. Adding parking-related noise (i.e., 63 dBA L_{eq}) to the existing noise level along Riverside Drive would increase the existing noise levels byless than 0.1 dBA. This is less than the 5-dBA significance threshold and, as such, parking activity noise would not significantly impact sensitive receptors north of the project site.

The proposed project would increase vehicle access to the project site. The current vehicular traffic on Riverside Drive, Hazeltine Avenue, Woodman Avenue and the nearby US-101generates the majority of the ambient noise in the project area. Under the proposed project access scheme, vehicles would enter/exit the new parking structure at a new signalized driveway with direct access to the structure. This access would be located at the existing driveway between Macy's and Woodman Avenue. There will be a dual turn lane for westbound traffic as well as a dedicated right-turn lane for eastbound traffic. The driveway will consist of three outbound lanes and two inbound lanes. Five cars occupying each access lane and traveling at 25 miles per hour would produce a cumulative noise level of 67.0 dBA L_{eq} at 50 feet. The nearest sensitive receptor to the new access point is located 120 feet to the north. Based on distance attenuation and the existing ambient noise level at the nearest sensitive receptor, the resulting noise level would be 68.1 dBA L_{eq}. This would be an increase of 1.9 dBA. This level is less than the 5-dBA significance threshold, which would result in a less-than-significant impact.

The proposed project would change the hours of operation from 7:00 a.m. to 11:00 p.m. to 5:30 a.m. to 12:00 a.m. According to the traffic analysis, the shared parking demand at 6:00 a.m. and 12:00 a.m. would be 110 and 32 vehicles, respectively. A doubling of traffic volumes is typically needed to audibly increase ambient noise levels. The extended hours of operation would not double traffic volumes along any roadway segment. The increase in ambient noise levels would be less than the 5-dBA significance threshold, which would result in a less than significant parking and circulation impact.

Two existing loading docks are located along Riverside Drive. These loading docks would continue to operate between the same hours and under their existing parameters (approximately two large trucks operating simultaneously on a daily basis). The proposed project would include construction of two new loading docks on the south side of the property to accommodate expanded retail and restaurant uses. This loading dock would be shielded from sensitive receptors by mall structures. The structures would act as a noise barrier and would prevent audible noise increases at sensitive receptors from the proposed loading dock. The proposed project would not result in additional noise sources due to the operation of the loading dock. Operational noise levels would not change substantially along the Riverside Drive frontage. Therefore, the proposed project would result in a less-than-significant operational noise impact due to loading dock operations.

Operational Phase Noise Mitigation Measures

Operational noise impacts would be less than significant, and no mitigation measures are required.

Impacts After Mitigation

Not applicable. The project-related operational noise would result in a less-than-significant impact without mitigation.

4.4.2 Ground-borne Vibration Impacts

Construction Phase Ground-borne Vibration Impacts

As shown in **Table 4-11**, use of heavy equipment (e.g., a sonic pile driver) generates vibration levels of 0.170 inches per second PPV at a distance of 25 feet. The nearest structure to pile driving activity would be approximately 50 feet east of the project site and could experience vibration levels of 0.06 inches per second PPV. Vibration levels would not exceed the potential building damage thresholds of 0.5 inches per second PPV. Construction activity associated with the proposed project would comply with the standards established in the Noise Ordinance. Construction activity would be prohibited between the hours of 9:00 p.m. and 7:00 a.m. on weekdays, or between the hours of 6:00 p.m. and 8:00 a.m. on Saturday, Sunday, or public holiday. As such, construction-related vibration associated with the proposed project would result in a less-than-significant impact.

Construction Phase Ground-borne Vibration Mitigation Measures

Construction phase ground-borne vibration impacts would be less than significant, and no mitigation measures are required.

Impacts After Mitigation

Not applicable. Construction phase ground-borne vibration impacts would result in a less-than-significant impact without mitigation.

TABLE 4-11: VIBRATION VELOCITIES FOR CONSTRUCTION EQUIPMENT

Equipment	PPV at 25 feet (Inches /Second) /a/
Sonic Pile Driver	0.170
Large Bulldozer	0.089
Caisson Drilling	0.089
Loaded Trucks	0.076

/a/ Fragile buildings can be exposed to ground-borne vibration levels of 0.5 inches per second PPV without experiencing structural damage.
SOURCE: Federal Transit Authority, April 1995. *Transit Noise and Vibration Impact Assessment*.

Operational Phase Ground-borne Vibration Impacts

The proposed project would not include significant stationary sources of ground-borne vibration, such as heavy equipment operations. Operational ground-borne vibration in the project vicinity would be generated by vehicular travel on the local roadways. However, similar to existing conditions, traffic-related vibration levels would not be perceptible by sensitive receptors. Thus, operational vibration would result in a less-than-significant impact.

Operational Phase Ground-borne Vibration Mitigation Measures

Operational ground-borne vibration impacts would be less than significant, and no mitigation measures are required.

Impacts After Mitigation

The project-related operational ground-borne vibration would result in a less-than-significant impact.

4.5 Cumulative Impacts

Due to the distance between the Expansion Project and the nearest related project, approximately 1,000 feet north of the site, no cumulative noise impacts are anticipated.

When calculating future traffic impacts, the traffic study took 17 additional projects into consideration. Thus, the future traffic results without and with the proposed project already account for the cumulative impacts from these other projects. Since the noise impacts are generated directly from the traffic analysis results, the future without project and future with project noise impacts described in this report already reflect cumulative impacts.

Tables 4-9 and **4-10** present the cumulative increase in future traffic noise levels at various intersections (i.e., 2012 "No Project "conditions plus proposed project traffic) for the weekday and weekend conditions, respectively. On weekdays, the maximum cumulative roadway noise increase would be 1.0 dBA CNEL and would occur along Riverside Drive between Woodman and Hazeltine Avenues. As such, cumulative weekday roadway noise levels would not exceed the 3-dBA threshold increment and would not result in a perceptible change in noise level. Therefore, the proposed project would not result in a cumulatively considerable impact with respect to roadway noise.

On weekends, the maximum cumulative roadway noise increase would be 1.1 dBA CNEL and would occur along Riverside Drive between Woodman Avenue and Van Nuys Boulevard. As such, cumulative weekday roadway noise levels would not exceed the 3-dBA threshold increment and would not result in a perceptible change in noise level. Therefore, the proposed project would not result in a cumulatively considerable impact with respect to roadway noise, and mobile noise would result in a less-than-significant impact.

The predominant vibration source near the project site is heavy trucks traveling on the local roadways. Neither the project nor related projects would substantially increase heavy-duty vehicle traffic near the project site and would not cause a substantial increase in heavy-duty trucks on local roadways. As such, the proposed project would not result in a cumulatively considerable vibration impact.

Appendix A

Wind and Climate Information

BURBANK VALLEY PUMP PLA, CALIFORNIA

Period of Record General Climate Summary - Temperature

Station:(041194) BURBANK VALLEY PUMP PLA

From Year=1939 To Year=2007

	Monthly Averages			Daily Extremes				Monthly Extremes				Max. Temp.		Min. Temp.	
	Max.	Min.	Mean	High	Date	Low	Date	Highest Mean	Year	Lowest Mean	Year	>= 90 F	<= 32 F	<= 32 F	<= 0 F
	F	F	F	F	dd/yyyy or yyyymmdd	F	dd/yyyy or yyyymmdd	F	-	F	-	# Days	# Days	# Days	# Days
January	67.3	41.6	54.4	93	31/2003	22	29/1979	63.4	2003	45.1	1949	0.1	0.0	1.7	0.0
February	68.8	43.6	56.2	92	16/1977	27	15/1942	61.9	1954	50.7	1949	0.2	0.0	0.5	0.0
March	70.5	45.7	58.1	98	26/1988	22	07/1980	64.5	2004	52.7	1952	0.4	0.0	0.4	0.0
April	73.8	49.0	61.4	105	06/1989	32	05/1978	68.1	1989	53.4	1967	1.6	0.0	0.0	0.0
May	76.7	53.5	65.1	107	29/1984	39	21/1975	71.8	1984	60.6	1998	2.3	0.0	0.0	0.0
June	81.6	57.2	69.4	111	27/1976	43	14/1943	77.7	1981	64.0	1944	4.8	0.0	0.0	0.0
July	88.6	61.1	74.8	110	22/2006	45	02/1979	80.5	2006	69.0	1944	13.8	0.0	0.0	0.0
August	89.1	61.3	75.2	111	26/1944	46	28/1975	80.4	1994	71.7	1948	14.6	0.0	0.0	0.0
September	87.2	59.1	73.2	113	12/1971	43	26/1941	81.4	1984	67.3	1986	11.8	0.0	0.0	0.0
October	80.9	53.3	67.1	108	01/1980	33	30/1971	72.3	1991	62.7	2002	5.9	0.0	0.0	0.0
November	73.6	45.9	59.8	98	03/1976	29	30/1975	65.0	1949	54.0	1994	1.0	0.0	0.2	0.0
December	68.1	41.7	54.9	92	03/1958	22	08/1978	59.6	1958	49.3	1971	0.0	0.0	1.3	0.0
Annual	77.2	51.1	64.1	113	19710912	22	19781208	66.7	1984	61.9	1944	56.6	0.0	4.2	0.0
Winter	68.1	42.3	55.2	93	20030131	22	19781208	59.1	1981	48.6	1949	0.3	0.0	3.6	0.0
Spring	73.6	49.4	61.5	107	19840529	22	19800307	66.1	1993	58.2	1999	4.4	0.0	0.4	0.0
Summer	86.4	59.9	73.1	111	19440826	43	19430614	77.3	1981	69.1	1944	33.1	0.0	0.0	0.0
Fall	80.6	52.8	66.7	113	19710912	29	19751130	70.2	1991	63.9	1973	18.7	0.0	0.2	0.0

Table updated on Sep 17, 2007

For monthly and annual means, thresholds, and sums:
Months with 5 or more missing days are not considered
Years with 1 or more missing months are not considered
Seasons are climatological not calendar seasons

Winter = Dec., Jan., and Feb. Spring = Mar., Apr., and May

Summer = Jun., Jul., and Aug. Fall = Sep., Oct., and Nov.

Western Regional Climate Center, wrcc@dri.edu

BURBANK VALLEY PUMP PLA, CALIFORNIA

Period of Record General Climate Summary - Precipitation

Station:(041194) BURBANK VALLEY PUMP PLA

From Year=1939 To Year=2007

	Precipitation											Total Snowfall		
	Mean	High	Year	Low	Year	1 Day Max.		>= 0.01 in.	>= 0.10 in.	>= 0.50 in.	>= 1.00 in.	Mean	High	Year
	in.	in.	-	in.	-	in.	dd/yyyy or yyyymmdd	# Days	# Days	# Days	# Days	in.	in.	-
January	3.33	15.92	1995	0.00	1948	7.76	22/1943	6	4	2	1	0.1	4.7	1949
February	3.91	15.52	1998	0.00	1964	4.50	08/1993	6	4	2	1	0.0	0.0	1940
March	2.87	12.87	1978	0.00	1956	5.45	01/1983	6	4	2	1	0.0	0.5	1950
April	1.19	5.66	1965	0.00	1962	2.30	12/1956	4	2	1	0	0.0	0.0	1940
May	0.28	4.37	1998	0.00	1942	2.29	08/1977	2	1	0	0	0.0	0.0	1940
June	0.07	1.04	1993	0.00	1940	1.01	05/1993	1	0	0	0	0.0	0.0	1940
July	0.01	0.21	1986	0.00	1940	0.18	12/1992	0	0	0	0	0.0	0.0	1940
August	0.11	2.97	1977	0.00	1940	2.86	17/1977	1	0	0	0	0.0	0.0	1940
September	0.20	3.39	1976	0.00	1940	1.43	10/1976	1	1	0	0	0.0	0.0	1940
October	0.58	7.26	2004	0.00	1953	3.00	19/2004	2	1	0	0	0.0	0.0	1940
November	1.52	10.63	1965	0.00	1948	5.28	29/1970	3	2	1	0	0.0	0.0	1940
December	2.28	8.07	1940	0.00	1950	5.30	29/1965	5	3	2	1	0.0	0.0	1939
Annual	16.34	39.77	1983	3.52	1947	7.76	19430122	36	23	10	5	0.1	4.7	1949
Winter	9.52	32.33	2005	1.81	1961	7.76	19430122	17	12	6	3	0.1	4.7	1949
Spring	4.34	18.19	1983	0.00	1997	5.45	19830301	12	7	3	1	0.0	0.5	1950
Summer	0.19	2.97	1977	0.00	1940	2.86	19770817	2	0	0	0	0.0	0.0	1940
Fall	2.30	11.38	1965	0.00	1980	5.28	19701129	6	4	2	1	0.0	0.0	1940

Table updated on Sep 17, 2007

For monthly and annual means, thresholds, and sums:
Months with 5 or more missing days are not considered
Years with 1 or more missing months are not considered
Seasons are climatological not calendar seasons

Winter = Dec., Jan., and Feb. Spring = Mar., Apr., and May

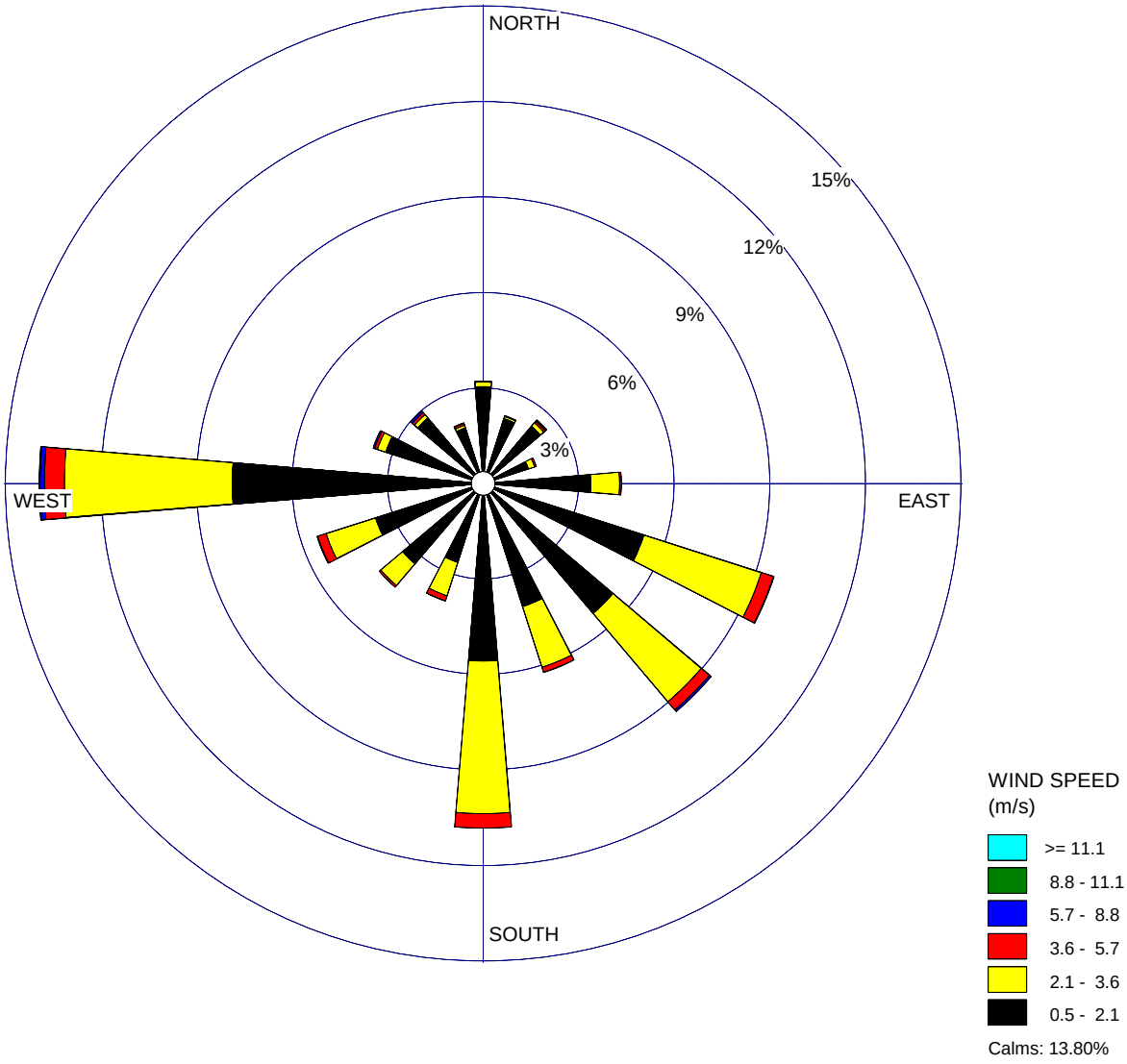
Summer = Jun., Jul., and Aug. Fall = Sep., Oct., and Nov.

WIND ROSE PLOT:

Station ID: 51100
Burbank

DISPLAY:

Wind Speed
Direction (blowing from)



COMMENTS:

DATA PERIOD:

1981 1981
Jan 1 - Dec 31
00:00 - 23:00

COMPANY NAME:

Terry A. Hayes Associates LLC

CALM WINDS:

13.80%

TOTAL COUNT:

17520 hrs.

AVG. WIND SPEED:

1.81 m/s

PROJECT NO.:

Appendix B

SCAQMD Data

2004 AIR QUALITY
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

2004

Source/Receptor Area No.	Location	Station No.	Carbon Monoxide: No. Days of Data	Carbon Monoxide: Max. Conc. in ppm 1-hour	Carbon Monoxide: Max Conc. in ppm 8-hour	Carbon Monoxide: No. Days Standard Exceeded a) Federal ≥ 9.5 ppm 8-hour	Carbon Monoxide: No. Days Standard Exceeded a) State > 9.0 ppm 8-hour	Ozone: No. Days of Data	Ozone: Max. Conc. in ppm 1-hour	Ozone: Max. Conc. in ppm 8-hour	Ozone: Fourth High Conc. ppm 8-hour	Ozone: No. Days Standard Exceeded Health Advisory ≥ 0.15 ppm 1-hour	Ozone: No. Days Standard Exceeded Federal > 0.12 ppm 1-hour	Ozone: No. Days Standard Exceeded Federal > 0.08 ppm 8-hour	Ozone: No. Days Standard Exceeded State b) > 0.09 ppm 1-hour	Ozone: No. Days Standard Exceeded State b) > 0.07 ppm 8-hour	Nitrogen Dioxide: No. Days of Data	Nitrogen Dioxide: Max Conc. in ppm 1-hour c)	Nitrogen Dioxide: Annual Average c) AAM Conc. ppm	Sulfur Dioxide: No. Days of Data	Sulfur Dioxide: Max. Conc. in ppm 1-hour d)	Sulfur Dioxide: Max. Conc. in ppm 24-hour d)
LOS ANGELES COUNTY																							
1	Central LA	087	361	4	3.2	0	0	366	0.110	0.092	0.079	0	0	1	7	7	359	0.16	0.0328	364	0.08	0.015
2	Northwest Coastal LA County	091	360	4	2.3	0	0	366	0.107	0.089	0.078	0	0	1	5	6	355	0.09	0.0198	--	--	--
3	Southwest Coastal LA County 1	094	90*	6*	4.4*	0*	0*	90*	0.069*	0.060*	0.056*	0*	0*	0*	0*	0*	89*	0.08*	0.0310*	89*	0.03*	0.004*
3	Southwest Coastal LA County 2	820	260*	4*	3.0*	0*	0*	262*	0.120*	0.100*	0.086*	0*	0*	4*	4*	13*	230*	0.09*	0.0136*	261*	0.02*	0.007*
4	South Coastal LA County 1	072	366	4	3.4	0	0	366	0.090	0.075	0.071	0	0	0	0	0	356	0.12	0.0280	361	0.04	0.012
4	South Coastal LA County 2	077	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
6	West San Fernando Valley	074	366	5	3.5	0	0	366	0.131	0.116	0.102	0	2	29	54	65	365	0.08	0.0214	--	--	--
7	East San Fernando Valley	069	366	5	3.7	0	0	366	0.137	0.109	0.089	0	2	7	27	37	356	0.12	0.0332	348	0.02	0.010
8	West San Gabriel Valley	088	361	7	3.4	0	0	365	0.130	0.103	0.093	0	1	9	27	31	355	0.12	0.0270	--	--	--
9	East San Gabriel Valley 1	060	366	3	2.0	0	0	366	0.134	0.104	0.094	0	2	10	28	26	351	0.10	0.0204	--	--	--
9	East San Gabriel Valley 2	591	361	2	2.0	0	0	366	0.134	0.108	0.095	0	4	16	42	35	353	0.12	0.0240	--	--	--
10	Pomona/Walnut Valley	075	366	4	3.1	0	0	366	0.131	0.102	0.097	0	4	13	31	25	364	0.11	0.0314	--	--	--
11	South San Gabriel Valley	085	366	5	3.6	0	0	366	0.104	0.084	0.080	0	0	0	7	7	353	0.12	0.0305	--	--	--
12	South Central LA County	084	366	10	6.7	0	0	366	0.084	0.072	0.065	0	0	0	0	0	362	0.10	0.0301	--	--	--
13	Santa Clarita Valley	090	363	5	3.7	0	0	360	0.158	0.133	0.108	1	13	52	69	81	358	0.09	0.0204	--	--	--
ORANGE COUNTY																							
16	North Orange County	3177	364	7	4.0	0	0	364	0.099	0.080	0.078	0	0	0	6	6	341	0.12	0.0252	--	--	--
17	Central Orange County	3176	366	5	4.1	0	0	366	0.120	0.097	0.088	0	0	6	14	35	361	0.12	0.0199	--	--	--
18	North Coastal Orange County	3195	366	5	4.1	0	0	366	0.104	0.087	0.076	0	0	1	2	5	357	0.10	0.0151	364	0.03	0.008
19	Saddleback Valley	3812	366	2	1.6	0	0	366	0.116	0.089	0.086	0	0	2	11	20	--	--	--	--	--	--
RIVERSIDE COUNTY																							
22	Norco/Corona	4155	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
23	Metropolitan Riverside County 1	4144	364	4	3.0	0	0	366	0.141	0.117	0.112	0	8	35	59	75	363	0.09	0.0172	331	0.02	0.015
23	Metropolitan Riverside County 2	4146	366	4	2.1	0	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
24	Perris Valley	4149	--	--	--	--	--	365	0.128	0.103	0.097	0	2	19	37	47	--	--	--	--	--	--	--
25	Lake Elsinore	4158	353	2	0.9	0	0	353	0.130	0.116	0.103	0	2	21	41	51	339	0.06	0.0151	--	--	--	--
29	Banning Airport	4164	--	--	--	--	--	349	0.156	0.116	0.112	1	7	40	49	69	334	0.08	0.0165	--	--	--	--
30	Coachella Valley 1**	4137	366	2	1.0	0	0	366	0.125	0.108	0.099	0	1	31	36	55	353	0.07	0.0130	--	--	--	--
30	Coachella Valley 2**	4157	--	--	--	--	--	366	0.111	0.102	0.098	0	0	18	23	51	--	--	--	--	--	--	--
SAN BERNARDINO COUNTY																							
32	Northwest San Bernardino Valley	5175	366	3	2.1	0	0	366	0.138	0.105	0.103	0	2	18	31	31	365	0.11	0.0305	--	--	--	--
33	Southwest San Bernardino Valley	5817	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
34	Central San Bernardino Valley 1	5197	313*	3*	2.1*	0*	0*	366	0.149	0.123	0.112	0	7	28	48	54	346	0.06	0.0273	360	0.01	0.006
34	Central San Bernardino Valley 2	5203	366	4	3.3	0	0	366	0.157	0.130	0.113	1	9	38	55	58	363	0.12	0.0261	--	--	--	--
35	East San Bernardino Valley	5204	--	--	--	--	--	366	0.160	0.137	0.122	1	12	53	75	76	--	--	--	--	--	--	--
37	Central San Bernardino Mountains	5181	--	--	--	--	--	364	0.163	0.145	0.124	1	9	66	75	96	--	--	--	--	--	--	--
38	East San Bernardino Mountains	5818	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
DISTRICT MAXIMUM				10	6.7	0	0		0.163	0.145	0.124	1	13	66	75	96		0.16	0.0332		0.08	0.015
SOUTH COAST AIR BASIN				10	6.7	0	0		0.163	0.148	0.124	4	28	90	111	148		0.16	0.0332		0.08	0.015

ppm - Parts Per Million parts of air, by volume. AAM = Annual Arithmetic Mean -- - Pollutant not monitored.

* Less than 12 full months of data. May not be representative. ** Salton Sea Air Basin.

a) - The federal 1-hour standard (1-hour average CO > 35 ppm) and state 1-hour standard (1-hour average CO > 20 ppm) were not exceeded.

b) - On April 28, 2005, Air Resources Board has approved revising the California Ozone standard to establish a new 8-hour average standard of 0.07 ppm. The new 8-hour standard is expected to take effect by December 2005.

c) - The state standard is 1-hour average NO_2 > 0.25 ppm. The federal standard is annual arithmetic mean NO_2 > 0.0534 ppm. No location exceeded the standards.

d) - The state standards are 1-hour average SO_2 > 0.25 ppm and 24-hour average SO_2 > 0.04 ppm. The federal standards are annual arithmetic mean SO_2 > 0.03 ppm, 24-hour average > 0.14 ppm, and 3-hour average > 0.50 ppm. No location exceeded SO_2 standards.

South Coast Air Quality Management District
21865 Copley Drive
Diamond Bar, CA 91765-4182
www.aqmd.gov

The map showing the locations of source/receptor areas can be accessed via the Internet at http://www.aqmd.gov/telemweb/areamap.aspx. Locations of source/receptor areas are shown on the "South Coast Air Quality Management District Air Monitoring Areas" map available free of charge from SCAQMD Public Information.

2004 AIR QUALITY
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

2004

Source/Receptor Area No.	Location	Station No.	Suspended Particulates PM10 e) No. Days of Data	Max. Conc. in µg/m³ 24-hour	No. (%) Samples Exceeding Standard Federal > 150 µg/m³ 24-hour	No. (%) Samples Exceeding Standard State > 50 µg/m³ 24-hour	Annual Average h) AAM Conc. µg/m³	Suspended Particulates PM2.5 f) No. Days of Data	Max. Conc. in µg/m³ 24-hour	No. (%) Samples Exceeding Standard Federal > 65 µg/m³ 24-hour	Annual Averages i) AAM Conc. µg/m³	Particulates TSP g) No. Days of Data	Max. Conc. in µg/m³ 24-hour	Annual Average AAM Conc. µg/m³	Lead g) Max. Monthly Average Conc. j) µg/m³	Max. Quarterly Average Conc. j) µg/m³	Sulfate g) Max. Conc. in µg/m³ 24-hour	No. (%) Samples Exceeding Standard State ≥ 25 µg/m³ 24-hour
LOS ANGELES COUNTY																		
1	Central LA	087	61	72	0	5(8.2)	32.7	318	75.0	2(0.6)	19.6	62	115	66.4	0.03	0.03	12.7	0
2	Northwest Coastal LA County	091	--	--	--	--	--	--	--	--	--	59	79	46.8	--	--	11.4	0
3	Southwest Coastal LA County 1	094	15*	52*	0*	2(13.3)*	30.9*	--	--	--	--	15*	71*	50.5*	0.01	0.01	13.1	0
3	Southwest Coastal LA County 2	820	37*	47*	0*	0*	25.1	--	--	--	--	45*	77*	43.8*	0.01	0.01	14.3	0
4	South Coastal LA County 1	072	60	72	0	4(6.7)	33.1	323	66.6	1(0.3)	17.6	62	103	59.1	0.02	0.01	15.9	0
4	South Coastal LA County 2	077	59	83	0	12(20.3)	38.1	327	59.7	0	16.6	59	112	64.2	0.02	0.01	16.4	0
6	West San Fernando Valley	074	--	--	--	--	--	106	56.2	0	15.6	--	--	--	--	--	--	--
7	East San Fernando Valley	069	60	74	0	7(11.7)	37.5	109	60.1	0	19.2	--	--	--	--	--	--	--
8	West San Gabriel Valley	088	--	--	--	--	--	113	59.4	0	16.6	58	95	49.5	--	--	11.2	0
9	East San Gabriel Valley 1	060	55	83	0	8(14.5)	35.4	279	75.6	1(0.4)	18.4	59	156	75.2	--	--	10.6	0
9	East San Gabriel Valley 2	591	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
10	Pomona/Walnut Valley	075	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11	South San Gabriel Valley	085	--	--	--	--	--	108	60.7	0	19.9	55	140	73.0	0.03	0.02	12.4	0
12	South Central LA County	084	--	--	--	--	--	115	55.8	0	18.5	58	128	78.6	0.03	0.03	14.7	0
13	Santa Clarita Valley	090	60	54	0	2(3.3)	28.1	--	--	--	--	--	--	--	--	--	--	--
ORANGE COUNTY																		
16	North Orange County	3177	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
17	Central Orange County	3176	61	74	0	7(11.5)	34.1	319	58.9	0	16.8	--	--	--	--	--	--	--
18	North Coastal Orange County	3195	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
19	Saddleback Valley	3812	57	47	0	0	23.7	111	49.4	0	12.1	--	--	--	--	--	--	--
RIVERSIDE COUNTY																		
22	Norco/Corona	4155	57	76	0	11(19.3)	38.0	--	--	--	--	--	--	--	--	--	--	--
23	Metropolitan Riverside County 1	4144	119	137	0	72(60.5)	55.5	342	91.7	5(1.5)	22.1	60	199	100.5	0.02	0.01	9.8	0
23	Metropolitan Riverside County 2	4146	--	--	--	--	--	110	93.8	2(1.8)	20.8	59	244	81.9	0.01	0.01	9.1	0
24	Perris Valley	4149	59	83	0	15(25.4)	41.4	--	--	--	--	--	--	--	--	--	--	--
25	Lake Elsinore	4158	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
29	Banning Airport	4164	61	82	0	7(11.5)	29.3	--	--	--	--	--	--	--	--	--	--	--
30	Coachella Valley 1**	4137	59	79	0	2(3.4)	26.4	112	27.1	0	9.0	--	--	--	--	--	--	--
30	Coachella Valley 2**	4157	118+	83+	0+	23(19.5)+	39.3+	110	28.5	0	10.7	--	--	--	--	--	--	--
SAN BERNARDINO COUNTY																		
32	Northwest San Bernardino Valley	5175	--	--	--	--	--	--	--	--	--	55	127	63.5	0.02	0.01	9.2	0
33	Southwest San Bernardino Valley	5817	58	93	0	17(29.3)	42.8	112	86.1	2(1.8)	20.9	--	--	--	--	--	--	--
34	Central San Bernardino Valley 1	5197	61	106	0	29(47.5)	47.7	104	71.4	1(1.0)	20.0	59	235	113.4	--	--	10.8	0
34	Central San Bernardino Valley 2	5203	58	118	0	28(48.3)	48.6	106	93.4	4(3.8)	22.0	58	179	92.7	0.02	0.01	9.6	0
35	East San Bernardino Valley	5204	60	88	0	20(33.3)	38.6	--	--	--	--	--	--	--	--	--	--	--
37	Central San Bernardino Mountains	5181	57	52	0	1(1.8)	26.4	--	--	--	--	--	--	--	--	--	--	--
38	East San Bernardino Mountains	5818	--	--	--	--	--	52	28.6	0	9.5	--	--	--			--	--
DISTRICT MAXIMUM				137	0	72	55.5		93.8	5	22.1		244	113.4	0.03	0.03	16.4	0
SOUTH COAST AIR BASIN				137	0	81	55.5		93.8	7	22.1		244	113.4	0.03	0.03	16.4	0

µg/m³ - Micrograms per cubic meter of air. AAM - Annual Arithmetic Mean -- - Pollutant not monitored.

* Less than 12 full months of data. May not be representative. ** Salton Sea Air Basin.

e) - PM10 samples were collected every 6 days at all sites except for Station Numbers 4144 and 4157 where samples were collected every 3 days.

f) - PM2.5 samples were collected every 3 days at all sites except for the following sites: Station Numbers 060, 072, 077, 087, 3176, and 4144 where samples were taken every day, and Station Number 5818 where samples were taken every 6 days.

g) - Total suspended particulates, lead, and sulfate were determined from samples collected every 6 days by the high volume sampler method, on glass fiber filter media.

h) - Federal PM10 standard is annual average (AAM) > 50 µg/m³. State standard is annual average (AAM) > 20 µg/m³ (changed from AGM > 30 µg/m³, effective July 5, 2003).

i) - Federal PM2.5 standard is annual average (AAM) > 15 µg/m³. State standard is annual average (AAM) > 12 µg/m³ (state standard was established on July 5, 2003).

j) - Federal lead standard is quarterly average > 1.5 µg/m³; and state standard is monthly average ≥ 1.5 µg/m³. No location exceeded lead standards. Maximum monthly and quarterly lead concentrations at special monitoring sites immediately downwind of stationary lead sources were 0.59 µg/m³ and 0.30 µg/m³, respectively, both recorded at Southeast Los Angeles County.

\+ - The data for the sample collected on a high-wind day (161 µg/m³ on 10/9/04) was excluded in accordance with EPA's Natural Events Policy.

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2005 AIR QUALITY
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

2005

Source/Receptor Area No.	Location	Station No.	Carbon Monoxide: No. Days of Data	Carbon Monoxide: Max. Conc. in ppm 1-hour	Carbon Monoxide: Max Conc. in ppm 8-hour	Carbon Monoxide: No. Days Standard Exceeded a): Federal ≥ 9.5 ppm 8-hour	Carbon Monoxide: No. Days Standard Exceeded a): State > 9.0 ppm 8-hour	Ozone: No. Days of Data	Ozone: Max. Conc. in ppm 1-hour	Ozone: Max. Conc. in ppm 8-hour	Ozone: Fourth High Conc. ppm 8-hour	Ozone: No. Days Standard Exceeded: Health Advisory ≥ 0.15 ppm 1-hour	Ozone: Federal b) > 0.12 ppm 1-hour	Ozone: Federal b) > 0.08 ppm 8-hour	Ozone: State c) > 0.09 ppm 1-hour	Ozone: State c) > 0.07 ppm 8-hour	Nitrogen Dioxide: No. Days of Data	Nitrogen Dioxide: Max Conc. in ppm 1-hour d)	Nitrogen Dioxide: Annual Average d) AAM Conc. ppm	Sulfur Dioxide: No. Days of Data	Sulfur Dioxide: Max. Conc. in ppm 1-hour e)	Sulfur Dioxide: Max. Conc. in ppm 24-hour e)
LOS ANGELES COUNTY																							
1	Central LA	087	365	4	3.1	0	0	365	0.121	0.098	0.072	0	0	1	2	2	364	0.13	0.0278	357	0.07	0.010
2	Northwest Coastal LA County	091	365	3	2.1	0	0	361	0.114	0.090	0.077	0	0	1	7	5	365	0.08	0.0178	--	--	--
3	Southwest Coastal LA County	820	365	3	2.1	0	0	365	0.086	0.076	0.068	0	0	0	0	1	365	0.09	0.0134	365	0.04	0.012
4	South Coastal LA County 1	072	365	4	3.5	0	0	365	0.091	0.068	0.059	0	0	0	0	0	365	0.14	0.0241	365	0.04	0.010
4	South Coastal LA County 2	077	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
6	West San Fernando Valley	074	350	5	3.5	0	0	365	0.138	0.113	0.098	0	2	12	30	29	365	0.09	0.0202	--	--	--
7	East San Fernando Valley	069	363	4	3.4	0	0	365	0.142	0.108	0.081	0	2	2	13	12	365	0.09	0.0294	361	0.01	0.006
8	West San Gabriel Valley	088	363	4	2.8	0	0	363	0.145	0.114	0.086	1	2	5	13	12	363	0.10	0.0241	--	--	--
9	East San Gabriel Valley 1	060	365	3	1.7	0	0	365	0.145	0.122	0.087	1	4	6	20	14	365	0.09	0.0251	--	--	--
9	East San Gabriel Valley 2	591	358	2	1.9	0	0	363	0.160	0.130	0.099	2	8	13	31	29	360	0.09	0.0224	--	--	--
10	Pomona/Walnut Valley	075	365	4	2.5	0	0	361	0.140	0.112	0.096	0	4	11	26	18	365	0.08	0.0312	--	--	--
11	South San Gabriel Valley	085	113*	3*	2.4*	0*	0*	116*	0.077*	0.065*	0.051*	0*	0*	0*	0*	0*	116*	0.09*	0.0308*	--	--	--
12	South Central LA County	084	365	7	5.9	0	0	365	0.111	0.081	0.063	0	0	0	1	1	360	0.11	0.0312	--	--	--
13	Santa Clarita Valley	090	365	2	1.3	0	0	364	0.173	0.141	0.118	5	11	47	65	69	347	0.087	0.0190	--	--	--
ORANGE COUNTY																							
16	North Orange County	3177	365	7	3.1	0	0	365	0.094	0.075	0.067	0	0	0	0	1	361	0.09	0.0249	--	--	--
17	Central Orange County	3176	365	4	3.3	0	0	365	0.095	0.077	0.075	0	0	0	1	4	365	0.09	0.0211	--	--	--
18	North Coastal Orange County	3195	364	5	3.2	0	0	338	0.085	0.073	0.068	0	0	0	0	0	355	0.09	0.0131	359	0.01	0.008
19	Saddleback Valley	3812	365	2	1.6	0	0	365	0.125	0.085	0.078	0	1	1	3	6	--	--	--	--	--	--
RIVERSIDE COUNTY																							
22	Norco/Corona	4155	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
23	Metropolitan Riverside County 1	4144	363	3	2.5	0	0	358	0.144	0.129	0.105	0	3	33	46	62	365	0.08	0.0222	365	0.02	0.011
23	Metropolitan Riverside County 2	4146	365	4	2.4	0	0	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
23	Mira Loma	5212	362	3	2.1	0	0	358	0.135	0.116	0.105	0	3	25	34	51	346	0.08	0.0160	--	--	--
24	Perris Valley	4149	--	--	--	--	--	365	0.126	0.103	0.082	0	1	3	11	18	--	--	--	--	--	--
25	Lake Elsinore	4158	365	2	1.0	0	0	365	0.149	0.119	0.097	1	4	15	37	46	365	0.07	0.0142	--	--	--
29	Banning Airport	4164	--	--	--	--	--	359	0.144	0.132	0.119	0	10	39	47	66	329	0.07	0.0148	--	--	--
30	Coachella Valley 1**	4137	364	2	0.8	0	0	363	0.139	0.116	0.108	0	4	35	41	63	352	0.10	0.0120	--	--	--
30	Coachella Valley 2**	4157	--	--	--	--	--	365	0.114	0.095	0.092	0	0	18	18	36	--	--	--	--	--	--
SAN BERNARDINO COUNTY																							
32	Northwest San Bernardino Valley	5175	364	3	1.8	0	0	365	0.149	0.121	0.101	1	8	15	34	34	364	0.10	0.0313	--	--	--
33	Southwest San Bernardino Valley	5817	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
34	Central San Bernardino Valley 1	5197	365	3	2.1	0	0	355	0.150	0.128	0.113	2	9	23	49	47	361	0.10	0.0310	365	0.01	0.004
34	Central San Bernardino Valley 2	5203	356	4	2.4	0	0	361	0.163	0.129	0.114	4	9	31	54	58	361	0.0.08	0.0259	--	--	--
35	East San Bernardino Valley	5204	--	--	--	--	--	364	0.146	0.123	0.113	1	6	24	36	45	--	--	--	--	--	--
37	Central San Bernardino Mountains	5181	--	--	--	--	--	354	0.182	0.145	0.130	7	18	69	80	102	--	--	--	--	--	--
38	East San Bernardino Mountains	5818	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
DISTRICT MAXIMUM				7	5.9	0	0		0.182	0.145	0.130	7	18	69	80	102		0.14	0.0313		0.07	0.012
SOUTH COAST AIR BASIN				7	5.9	0	0		0.182	0.145	0.130	11	30	84	102	120		0.14	0.0313		0.07	0.012

ppm - Parts Per Million parts of air, by volume. AAM = Annual Arithmetic Mean -- - Pollutant not monitored.

* Less than 12 full months of data. May not be representative. ** Salton Sea Air Basin.

a) - The federal 1-hour standard (1-hour average CO > 35 ppm) and state 1-hour standard (1-hour average CO > 20 ppm) were not exceeded. For comparison of data with the federal 8-hour CO standard (9 ppm), 8-hour averages with one decimal place should be rounded to integers.

b) – The federal 1-hour ozone standard was revoked and replaced by the 8-hour average ozone standard effective June 15, 2004.

c) - Air Resources Board has established a new 8-hour average California ozone standard of 0.07 ppm effective May 17, 2005.

d) - The state standard is 1-hour average NO_2 > 0.25 ppm. The federal standard is annual arithmetic mean NO_2 > 0.0534 ppm.

e) - The state standards are 1-hour average SO_2 > 0.25 ppm and 24-hour average SO_2 > 0.04 ppm. The federal standards are annual arithmetic mean SO_2 > 0.03 ppm, 24-hour average > 0.14 ppm, and 3-hour average > 0.50 ppm.

South Coast Air Quality Management District
21865 Copley Drive
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2005 AIR QUALITY
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

2005

Source/Receptor Area No.	Location	Station No.	Suspended Particulates PM10 f) No. Days of Data	Max. Conc. in µg/m³ 24-hour	No. (%) Samples Exceeding Standard Federal > 150 µg/m³ 24-hour	State > 50 µg/m³ 24-hour	Annual Average i) AAM Conc. µg/m³	Suspended Particulates PM2.5 g) No. Days of Data	Max. Conc. in µg/m³ 24-hour	98th Percentile Conc. in µg/m³	No. (%) Samples Exceeding Standard Federal > 65 µg/m³ 24-hour	Annual Averages j) AAM Conc. µg/m³	Particulates TSP h) No. Days of Data	Max. Conc. in µg/m³ 24-hour	Annual Average AAM Conc. µg/m³	Lead h) Max. Monthly Average Conc. k) µg/m³	Max. Quarterly Average Conc. k) µg/m³	Sulfate h) Max. Conc. in µg/m³ 24-hour	No. (%) Samples Exceeding Standard State ≥ 25 µg/m³ 24-hour
LOS ANGELES COUNTY																			
1	Central LA	087	61	70	0	4(6.6)	29.6	334	73.7	53.2	2(0.6)	18.1	66	141	66.7	0.02	0.02	14.2	0
2	Northwest Coastal LA County	091	--	--	--	--	--	--	--	--	--	--	59	89	41.6	--	--	11.7	0
3	Southwest Coastal LA County 2	820	54	44	0	0	22.9	--	--	--	--	--	--	--	--	--	--	--	--
4	South Coastal LA County 1	072	59	66	0	5(8.5)	29.6	324	53.9	41.4	0	16.0	61	112	55.5	0.01	0.01	16.8	0
4	South Coastal LA County 2	077	59	131	0	18(30.5)	43.4	344	50.8	37.8	0	14.7	--	--	--	--	--	--	--
6	West San Fernando Valley	074	--	--	--	--	--	104	39.6	35.8	0	13.9	--	--	--	--	--	--	--
7	East San Fernando Valley	069	61	92	0	5(8.2)	34.3	106	63.2	50.6	0	17.9	--	--	--	--	--	--	--
8	West San Gabriel Valley	088	--	--	--	--	--	113	62.9	43.1	0	15.1	58	89	44.6	--	--	11.2	0
9	East San Gabriel Valley 1	060	55	76	0	12(21.8)	35.1	292*	132.7*	53.2*	1(0.3)*	17.0*	58	142	70.9	--	--	10.2	0
9	East San Gabriel Valley 2	591	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
10	Pomona/Walnut Valley	075	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11	South San Gabriel Valley	085	--	--	--	--	--	76*	58.2*	54.0*	0*	17.0*	39*	104*	66.4*	0.03	0.03	9.9	0
12	South Central LA County	084	--	--	--	--	--	114	54.6	48.5	0	17.5	57	118	67.4	0.03	0.02	17.3	0
13	Santa Clarita Valley	090	60	55	0	1(1.7)	25.8	--	--	--	--	--	--	--	--	--	--	--	--
ORANGE COUNTY																			
16	North Orange County	3177	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
17	Central Orange County	3176	61	65	0	3(4.9)	28.2	333	54.7	41.9	0	14.7	--	--	--	--	--	--	--
18	North Coastal Orange County	3195	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
19	Saddleback Valley	3812	55	41	0	0	19.0	113	35.4	31.4	0	10.7	--	--	--	--	--	--	--
RIVERSIDE COUNTY																			
22	Norco/Corona	4155	58	79	0	5(8.6)	31.6	--	--	--	--	--	--	--	--	--	--	--	--
23	Metropolitan Riverside County 1	4144	123	123	0	69(56.1)	52.0	334	98.7	58.4	4(1.2)	21.0	59	173	96.7	0.02	0.02	10.3	0
23	Metropolitan Riverside County 2	4146	--	--	--	--	--	110	95.0	41.0	1(0.9)	18.0	60	125	75.8	0.01	0.01	10.3	0
23	Mira Loma	5212	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
24	Perris Valley	4149	60	80	0	19(31.7)	39.2	--	--	--	--	--	--	--	--	--	--	--	--
25	Lake Elsinore	4158	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
29	Banning Airport	4164	58	76	0	2(3.4)	26.6	--	--	--	--	--	--	--	--	--	--	--	--
30	Coachella Valley 1**	4137	59	66	0	2(3.4)	25.9	83*	26.2*	25.0*	0*	8.4*	--	--	--	--	--	--	--
30	Coachella Valley 2**	4157	115	106	0	39(34.2)	45.7	104	44.4	25.0	0	10.5	--	--	--	--	--	--	--
SAN BERNARDINO COUNTY																			
32	Northwest San Bernardino Valley	5175	--	--	--	--	--	--	--	--	--	--	57	94	53.4	0.02	0.02	8.4	0
33	Southwest San Bernardino Valley	5817	60	74	0	19(31.7)	40.8	110	87.8	49.6	1(0.9)	18.8	--	--	--	--	--	--	--
34	Central San Bernardino Valley 1	5197	60	108	0	29(48.3)	50.0	109	96.8	48.2	1(0.9)	18.9	61	295	100.2	--	--	10.4	0
34	Central San Bernardino Valley 2	5203	60	72	0	23(38.3)	42.3	109	106.3	43.4	1(0.9)	17.4	60	175	87.1	0.02	0.01	10.9	0
35	East San Bernardino Valley	5204	58	61	0	12(20.7)	33.2	--	--	--	--	--	--	--	--	--	--	--	--
37	Central San Bernardino Mountains	5181	56	49	0	0	25.8	--	--	--	--	--	--	--	--	--	--	--	--
38	East San Bernardino Mountains	5818	--	--	--	--	--	51	38.8	38.8	0	12.1	--	--	--	--	--	--	--
DISTRICT MAXIMUM				131	0	69	52.0		132.7	58.4	4	21.0		295	100.2	0.03	0.03	17.3	0
SOUTH COAST AIR BASIN				131	0	89	52.0		132.7	58.4	6	21.0		295	100.2	0.03	0.03	17.3	0

µg/m³ - Micrograms per cubic meter of air. AAM - Annual Arithmetic Mean AGM – Annual Geometric Mean -- - Pollutant not monitored.

* Less than 12 full months of data. May not be representative. ** Salton Sea Air Basin.

f) - PM10 samples were collected every 6 days at all sites except for Station Numbers 4144 and 4157 where samples were collected every 3 days.

g) - PM2.5 samples were collected every 3 days at all sites except for the following sites: Station Numbers 060, 072, 077, 087, 3176, and 4144 where samples were taken every day, and Station Number 5818 where samples were taken every 6 days.

h) - Total suspended particulates, lead, and sulfate were determined from samples collected every 6 days by the high volume sampler method, on glass fiber filter media.

i) - Federal PM10 standard is annual average (AAM) > 50 µg/m³. State standard is annual average (AAM) > 20 µg/m³ (changed from AGM > 30 µg/m³, effective July 5, 2003).

j) - Federal PM2.5 standard is annual average (AAM) > 15 µg/m³. State standard is annual average (AAM) > 12 µg/m³ (state standard was established on July 5, 2003).

k) - Federal lead standard is quarterly average > 1.5 µg/m³; and state standard is monthly average ≥ 1.5 µg/m³. No location exceeded lead standards. Maximum monthly and quarterly lead concentrations at special monitoring sites immediately downwind of stationary lead sources were 0.44 µg/m³ and 0.34 µg/m³, respectively, both recorded at Central Los Angeles.

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2006 AIR QUALITY
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

2006

Source/Receptor Area No.	Location	Station No.	Carbon Monoxide [a]			Ozone [b]									Nitrogen Dioxide [c]				Sulfur Dioxide [d]			
										No. Days Standard Exceeded											
										Health	Federal		State								
			No. Days of Data	Max. Conc. in ppm 1-hour	Max Conc. in ppm 8-hour	No. Days of Data	Max. Conc. in ppm 1-hour	Max. Conc. in ppm 8-hour	Fourth High Conc. ppm 8-hour	Advisory ≥ 0.15 ppm 1-hour	> 0.12 ppm 1-hour	> 0.08 ppm 8-hour	> 0.09 ppm 1-hour	> 0.07 ppm 8-hour	No. Days of Data	Max Conc. in ppm 1-hour	Max Conc. in ppm 24-hour	Annual Average AAM Conc. ppm	No. Days of Data	Max. Conc. in ppm 1-hour	Max. Conc. in ppm 24-hour	Annual Average AAM Conc. ppm
LOS ANGELES COUNTY																						
1	Central LA	087	362	3	2.6	362	0.11	0.079	0.077	0	0	0	8	4	360	0.11	0.06	0.0288	365	0.03	0.006	0.0019
2	Northwest Coastal LA County	091	365	3	2.0	365	0.10	0.074	0.069	0	0	0	3	0	365	0.08	0.05	0.0173	--	--	--	--
3	Southwest Coastal LA County	820	363	3	2.3	360	0.08	0.066	0.062	0	0	0	0	0	351	0.10	0.05	0.0155	363	0.02	0.006	0.0020
4	South Coastal LA County 1	072	360	4	3.4	364	0.08	0.058	0.058	0	0	0	0	0	357	0.10	0.05	0.0215	364	0.03	0.010	0.0012
4	South Coastal LA County 2	077	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
6	West San Fernando Valley	074	365	5	3.4	361	0.16	0.108	0.105	1	6	17	32	39	363	0.07	0.04	0.0174	--	--	--	--
7	East San Fernando Valley	069	365	4	3.5	365	0.17	0.128	0.099	2	6	12	25	23	365	0.10	0.05	0.0274	360	0.01	0.004	0.0006
8	West San Gabriel Valley	088	360	4	2.8	365	0.15	0.117	0.095	1	5	7	25	24	365	0.12	0.06	0.0245	--	--	--	--
9	East San Gabriel Valley 1	060	365	2	1.7	364	0.17	0.120	0.091	2	7	10	23	19	365	0.11	0.07	0.0258	--	--	--	--
9	East San Gabriel Valley 2	591	363	2	2.0	363	0.18	0.128	0.107	2	10	15	37	31	362	0.10	0.06	0.0206	--	--	--	--
10	Pomona/Walnut Valley	075	365	3	2.1	365	0.15	0.128	0.109	2	9	16	32	30	365	0.10	0.06	0.0307	--	--	--	--
11	South San Gabriel Valley	085	232*	3*	2.7*	250*	0.13*	0.095*	0.080*	0*	1*	3*	9*	5*	204*	0.10*	0.06*	0.0283*	--	--	--	--
12	South Central LA County	084	365	8	6.4	365	0.09	0.066	0.064	0	0	0	0	0	363	0.14	0.08	0.0306	--	--	--	--
13	Santa Clarita Valley	090	363	2	1.3	359	0.16	0.120	0.112	1	20	40	62	64	359	0.08	0.04	0.0184	--	--	--	--
ORANGE COUNTY																						
16	North Orange County	3177	362	6	3.0	362	0.15	0.114	0.092	1	3	4	8	9	361	0.09	0.05	0.0224	--	--	--	--
17	Central Orange County	3176	365	5	3.0	365	0.11	0.088	0.072	0	0	1	5	3	343	0.11	0.06	0.0197	--	--	--	--
18	North Coastal Orange County	3195	365	4	3.0	365	0.07	0.064	0.062	0	0	0	0	0	361	0.10	0.05	0.0145	353	0.01	0.004	0.0013
19	Saddleback Valley	3812	365	2	1.8	356	0.12	0.105	0.092	0	0	6	13	17	--	--	--	--	--	--	--	--
RIVERSIDE COUNTY																						
22	Norco/Corona	4155	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
23	Metropolitan Riverside County 1	4144	365	3	2.1	365	0.15	0.116	0.113	1	8	30	45	59	365	0.08	0.05	0.0199	365	0.01	0.004	0.0013
23	Metropolitan Riverside County 2	4146	365	4	2.3	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
23	Mira Loma	5214	364	4	2.7	364	0.16	0.119	0.107	1	4	25	39	48	332	0.08	0.05	0.0194	--	--	--	--
24	Perris Valley	4149	--	--	--	351	0.17	0.122	0.114	3	12	53	76	84	--	--	--	--	--	--	--	--
25	Lake Elsinore	4158	362	1	1.0	362	0.14	0.109	0.102	0	3	24	40	58	352	0.07	0.05	0.0151	--	--	--	--
29	Banning Airport	4164	--	--	--	357	0.14	0.115	0.104	0	8	44	57	78	355	0.11	0.04	0.0161	--	--	--	--
30	Coachella Valley 1**	4137	365	2	1.0	361	0.13	0.109	0.101	0	2	23	37	67	359	0.09	0.05	0.0103	--	--	--	--
30	Coachella Valley 2**	4157	--	--	--	364	0.10	0.089	0.087	0	0	7	4	29	--	--	--	--	--	--	--	--
SAN BERNARDINO COUNTY																						
32	Northwest San Bernardino Valley	5175	360	3	1.8	365	0.17	0.130	0.114	2	14	25	50	54	337	0.10	0.07	0.0310	--	--	--	--
33	Southwest San Bernardino Valley	5817	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
34	Central San Bernardino Valley 1	5197	365	3	2.0	361	0.16	0.123	0.116	1	12	29	47	49	362	0.09	0.06	0.0270	365	0.01	0.003	0.0019
34	Central San Bernardino Valley 2	5203	364	3	2.3	362	0.15	0.127	0.119	3	10	29	52	57	362	0.09	0.05	0.0252	--	--	--	--
35	East San Bernardino Valley	5204	--	--	--	365	0.16	0.135	0.125	5	11	36	60	64	--	--	--	--	--	--	--	--
37	Central San Bernardino Mountains	5181	--	--	--	365	0.16	0.142	0.112	2	9	59	71	96	--	--	--	--	--	--	--	--
38	East San Bernardino Mountains	5818	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
DISTRICT MAXIMUM				8	6.4		0.18	0.142	0.125	5	20	59	76	96		0.14	0.08	0.0310		0.03	0.010	0.0020
SOUTH COAST AIR BASIN				8	6.4		0.18	0.142	0.125	10	35	86	102	121		0.14	0.08	0.0310		0.03	0.010	0.0020

ppm - Parts Per Million parts of air, by volume. AAM = Annual Arithmetic Mean -- - Pollutant not monitored.

* Less than 12 full months of data. May not be representative. ** Salton Sea Air Basin.

a) - The federal 8-hour standard (8-hour average CO > 9 ppm) and state 8-hour standard (8-hour average CO > 9.0 ppm) were not exceeded. The federal and state 1-hour standards (35 ppm and 20 ppm) were not exceeded, either.

b) - The federal 1-hour ozone standard was revoked and replaced by the 8-hour average ozone standard effective June 15, 2005. The 8-hour average California ozone standard of 0.07 ppm was established effective May 17, 2006.

c) - The state standard is 1-hour average NO_2 > 0.25 ppm. The federal standard is annual arithmetic mean NO_2 > 0.0534 ppm. Air Resources Board has approved to lower the NO_2 1-hour standard to 0.18 ppm and establish a new annual standard of 0.030 ppm. The revisions are expected to become effective later in 2007.

d) - The state standards are 1-hour average SO_2 > 0.25 ppm and 24-hour average SO_2 > 0.04 ppm. The federal standards are annual arithmetic mean SO_2 > 0.03 ppm, 24-hour average > 0.14 ppm, and 3-hour average > 0.50 ppm. The federal and state SO_2 standards were not exceeded.

South Coast Air Quality Management District
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2006 AIR QUALITY
SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

2006

Source/Receptor Area No.	Location	Station No.	Suspended Particulates PM10 [e]					Fine Particulates PM2.5 [f]						Particulates TSP [g]			Lead [g]		Sulfate [g]	
			No. Days of Data	Max. Conc. in µg/m³ 24-hour	No. (%) Samples Exceeding Standard Federal > 150 µg/m³ 24-hour	No. (%) Samples Exceeding Standard State > 50 µg/m³ 24-hour	Annual Average AAM [h] Conc. µg/m³	No. Days of Data	Max. Conc. in µg/m³ 24-hour	98th Percentile Conc. in µg/m³ 24-hour	No. (%) Samples Exceeding Standard Federal [i] > 35 µg/m³ 24-hour	No. (%) Samples Exceeding Standard Federal [i] > 65 µg/m³ 24-hour	Annual Averages AAM [j] Conc. µg/m³	No. Days of Data	Max. Conc. in µg/m³ 24-hour	Annual Average AAM Conc. µg/m³	Max. Monthly Average Conc. [k] µg/m³	Max. Quarterly Average Conc. [k] µg/m³	Max. Conc. in µg/m³ 24-hour	No. (%) Samples Exceeding Standard State ≥ 25 µg/m³ 24-hour
LOS ANGELES COUNTY																				
1	Central LA	087	59	59	0	3(5.1)	30.3	330	56.2	38.9	11(3.3)	0	15.6	59	109	63.3	0.02	0.01	18.2	0
2	Northwest Coastal LA County	091	--	--	--	--	--	--	--	--	--	--	--	56	76	40.2	--	--	12.2	0
3	Southwest Coastal LA County	820	51	45	0	0	26.5	--	--	--	--	--	--	56	84	43.1	0.01	0.01	13.6	0
4	South Coastal LA County 1	072	61	78	0	6(9.8)	31.1	290*	58.5*	34.9*	5(1.7)*	0*	14.2*	62	157	62.9	0.01	0.01	17.8	0
4	South Coastal LA County 2	077	58	117	0	19(32.7)	45.0	320	53.6	35.3	6(1.9)	0	14.5	59	192	71.1	0.01	0.01	18.8	0
6	West San Fernando Valley	074	--	--	--	--	--	92	44.1	32.0	1(1.1)	0	12.9	--	--	--	--	--	--	--
7	East San Fernando Valley	069	54	71	0	10(18.5)	35.6	104	50.7	43.4	6(5.8)	0	16.6	--	--	--	--	--	--	--
8	West San Gabriel Valley	088	--	--	--	--	--	113	45.9	32.1	1(0.9)	0	13.4	60	123	42.8	--	--	28.7	1(1.7)
9	East San Gabriel Valley 1	060	58	81	0	7(12.1)	31.9	278*	52.8*	38.5*	8(2.9)*	0*	15.5*	59	142	68.4	--	--	20.8	0
9	East San Gabriel Valley 2	591	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
10	Pomona/Walnut Valley	075	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11	South San Gabriel Valley	085	--	--	--	--	--	116	72.2	43.1	7(6)	1(0.9)	16.7	58	768	79.3	0.03	0.02	28.6	1(1.7)
12	South Central LA County	084	--	--	--	--	--	107	55.0	44.5	4(3.7)	0	16.7	58	147	68.4	0.02	0.02	24.1	0
13	Santa Clarita Valley	090	58	53	0	1(1.7)	23.4	--	--	--	--	--	--	--	--	--	--	--	--	--
ORANGE COUNTY																				
16	North Orange County	3177	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
17	Central Orange County	3176	56	104	0	7(12.5)	33.4	330	56.2	40.5	8(2.4)	0	14.1	--	--	--	--	--	--	--
18	North Coastal Orange County	3195	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
19	Saddleback Valley	3812	50	57	0	1(2.0)	22.8	106	47.0	25.7	1(0.9)	0	11.0	--	--	--	--	--	--	--
RIVERSIDE COUNTY																				
22	Norco/Corona	4155	57	74	0	10(17.5)	36.5	--	--	--	--	--	--	--	--	--	--	--	--	--
23	Metropolitan Riverside County 1	4144	118	109	0	71(60.2)	54.4	300	68.5	53.7	32(10.7)	1(0.3)	19.0	59	169	91.2	0.01	0.01	10.8	0
23	Metropolitan Riverside County 2	4146	--	--	--	--	--	105	55.3	47.7	9(8.6)	0	17.0	59	131	72.9	0.01	0.01	9.9	0
23	Mira Loma	5214	59	124	0	41(69.5)	64.0	113	63.0	52.5	14(12.4)	0	20.6	--	--	--	--	--	--	--
24	Perris Valley	4149	54	125	0	19(35.2)	45.0	--	--	--	--	--	--	--	--	--	--	--	--	--
25	Lake Elsinore	4158	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
29	Banning Airport	4164	55	75	0	8(14.6)	31.1	--	--	--	--	--	--	--	--	--	--	--	--	--
30	Coachella Valley 1**	4137	57	73+	0+	2(3.5)+	24.5+	111	24.8	15.9	0	0	7.7	--	--	--	--	--	--	--
30	Coachella Valley 2**	4157	115	122+	0+	57(49.6)+	52.7+	107	24.3	19.1	0	0	9.5	--	--	--	--	--	--	--
SAN BERNARDINO COUNTY																				
32	Northwest San Bernardino Valley	5175	--	--	--	--	--	--	--	--	--	--	--	58	105	54.6	0.01	0.01	9.1	0
33	Southwest San Bernardino Valley	5817	62	78	0	17(27.4)	42.3	107	53.7	41.5	7(6.5)	0	18.5	--	--	--	--	--	--	--
34	Central San Bernardino Valley 1	5197	60	142	0	31(51.7)	53.5	112	52.6	43.8	7(6.3)	0	17.6	59	190	101.0	--	--	10.3	0
34	Central San Bernardino Valley 2	5203	57	92	0	24(42.1)	46.0	102	55.0	48.4	8(7.8)	0	17.8	54	174	87.0	0.02	0.01	11.0	0
35	East San Bernardino Valley	5204	60	103	0	12(20.0)	36.2	--	--	--	--	--	--	--	--	--	--	--	--	--
37	Central San Bernardino Mountains	5181	58	63	0	1(1.7)	26.2	--	--	--	--	--	--	--	--	--	--	--	--	--
38	East San Bernardino Mountains	5818	--	--	--	--	--	42*	40.1*	40.1*	1(2.4)*	0*	11.2*	--	--	--	--	--	--	--
DISTRICT MAXIMUM				142+	0+	71	64.0		72.2	53.7	32	1	20.6		768	101.0	0.03	0.02	28.7	1
SOUTH COAST AIR BASIN				142+	0+	75	64.0		72.2	53.7	32	1	20.6		768	101.0	0.03	0.02	28.7	1

µg/m³ - Micrograms per cubic meter of air AAM - Annual Arithmetic Mean -- - Pollutant not monitored

* Less than 12 full months of data. May not be representative. ** Salton Sea Air Basin.

e) - PM10 samples were collected every 6 days at all sites except for Station Numbers 4144 and 4157 where samples were collected every 3 days.

f) - PM2.5 samples were collected every 3 days at all sites except for the following sites: Station Numbers 060, 072, 077, 087, 3176, and 4144 where samples were taken every day, and Station Number 5818 where samples were taken every 6 days.

g) - Total suspended particulates, lead, and sulfate were determined from samples collected every 6 days by the high volume sampler method, on glass fiber filter media.

h) - Federal annual PM10 standard (AAM > 50 µg/m³) was revoked effective December 17, 2006. State standard is annual average (AAM) > 20 µg/m³.

i) - U.S. EPA has revised the federal 24-hour PM2.5 standard from 65 µg/m³ to 35 µg/m³; effective December 17, 2006.

j) - Federal PM2.5 standard is annual average (AAM) > 15 µg/m³. State standard is annual average (AAM) > 12 µg/m³.

k) - Federal lead standard is quarterly average > 1.5 µg/m³; and state standard is monthly average ≥ 1.5 µg/m³. No location exceeded lead standards. Maximum monthly and quarterly lead concentrations at special monitoring sites immediately downwind of stationary lead sources were 0.24 µg/m³ and 0.22 µg/m³, respectively, both recorded at Central Los Angeles.

\+ - The data for the samples collected on a high-wind day (July 16, 2006) at Palm Springs and Indio (226 µg/m³ and 313 µg/m³, respectively) were excluded in accordance with EPA's Natural Events Policy.

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Appendix C

EMFAC 2007 & CAL3QHC Output Files

CO Concentrations
Sherman Oaks Fashion Square Expansion Project 2006-127

2007 Existing

			Parts Per Million	
Intersection	Peak Time	Value	1-hour	8-hour
Weekday				
Hazeltine / Riverside	PM	1.0	6.3	4.4
Hazeltine / Ventura	AM	1.4	6.7	4.7
Hazeltine/Magnolia	PM	1.2	6.5	4.5
Woodman / 101 Freeway Westbound Ramp	PM	0.9	6.2	4.3
Woodman/Riverside	PM	1.3	6.6	4.6
Van Nuys/Riverside	PM	1.7	7.0	4.9
Weekend				
Hazeltine / Riverside		0.9	6.2	4.3
Woodman / Riverside		1.2	6.5	4.5
Woodman / 101 Freeway Westbound Ramp		0.9	6.2	4.3

2012 No Project

			Parts Per Million	
Intersection	Peak Time	Value	1-hour	8-hour
Weekday				
Hazeltine / Riverside	PM	0.9	4.56	3.2
Hazeltine / Ventura	AM	1.1	4.76	3.4
Hazeltine/Magnolia	PM	1.0	4.66	3.3
Woodman / 101 Freeway Westbound Ramp	PM	0.8	4.46	3.2
Woodman/Riverside	PM	0.9	4.56	3.2
Van Nuys/Riverside	PM	1.3	4.96	3.5
Weekend				
Hazeltine / Riverside		0.8	4.46	3.2
Woodman / Riverside		1.0	4.66	3.3
Woodman / 101 Freeway Westbound Ramp		0.8	4.46	3.2

2012 Project

			Parts Per Million	
Intersection	Peak Time	Value	1-hour	8-hour
Weekday				
Hazeltine / Riverside	PM	0.9	4.56	3.2
Hazeltine / Ventura	AM	1.1	4.76	3.4
Hazeltine/Magnolia	PM	1.0	4.66	3.3
Woodman / 101 Freeway Westbound Ramp	PM	0.8	4.46	3.2
Woodman/Riverside	PM	1.0	4.66	3.3
Van Nuys/Riverside	PM	1.3	4.96	3.5
Weekend				
Hazeltine / Riverside		0.9	4.56	3.2
Woodman / Riverside		0.9	4.56	3.2
Woodman / 101 Freeway Westbound Ramp		0.8	4.46	3.2

State Standard			20	9

TAHA CO ANALYSIS ASSUMPTIONS & INPUTS

Project:	Sherman Oaks Fashion Square Expansion Project
Project Number:	2006-127
Existing Year:	2007
Analysis Year:	2012
Existing VMT (from EMFAC2007):	217,704,000
Project VMT (from EMFAC2007):	223,514,000
EMFAC Model:	EMFAC2007
Existing CO Emissions:	1,403.320
Project Year CO Emissions:	946.140
Persistence Factor:	0.7
Existing 1-Hr Ambient CO Concentration (ppm):	5.29
Existing 8-Hr Ambient CO Concentration (ppm):	3.70

EMFAC Assumptions	
Season/Month:	Winter
Temperature:	47
Speed:	20 mph
Source: Transportation Project-Level Carbon Monoxide Protocol, 12/1997	

CAL3QHC INPUTS			
Project Scenario:	Existing	Future Pre-Project	Future Project
Project Year:	2007	2012	2012
Average Time (minutes):	60	60	60
Surface Roughness Factor:	100	100	100
Emissions Factor - Free Flow Link (g/veh-mile):	5.59	3.52	3.52
Emissions Factor - Idle (g/veh-hr):	5.52	5.54	5.54
Saturation Flow Rate (veh/hr):	1600	1600	1600
Receptor Height (Z-Coordinate) (feet):	5.4	5.4	5.4
Wind Speed (m/s):	1	1	1
Stability Class:	F	F	F
Ambient 1-Hr CO Concentration (ppm):	5.29	3.66	3.66
Ambient 8-Hr CO Concentration (ppm):	3.70	2.56	2.56

	CAL3QHC names			
Weekday Analyzed Intersections:	**Existing**	**No Project**	**Project**	**Scenario:**
Hazeltine Ave / Riverside Dr.	HARIEX	HARINP	HARIPA	PM
Hazeltine Ave. / Ventura Blvd..	HAVEEX	HAVENP	HAVEPA	AM
Hazeltine Ave. / Magnolia Blvd..	HAMAEX	HAMANP	HAMAPA	PM
Woodman Ave. / Riverside Dr.	WORIEX	WORINP	WORIPA	PM
Riverside Dr. / Van Nuys Blvd.	RIVAEX	RIVANP	RIVAPA	PM
Woodman Ave / 101 Westbound Ramp	WO10EX	WO10NP	WO10PA	PM

Area : Los Angeles County Average
I/M Stat : Enhanced Interim (2005) -- Using I/M schedule for area 59 Los Angeles (SC)
Emissions: Tons Per Day

	Light Duty Passenger Cars				Light Duty Trucks				Medium Duty Trucks				Heavy Duty Trucks - Gasoline Trucks			Diesel Trucks	Total HD Trucks	Urban Buses	Motor-cycles	All Vehicles
	Non-cat	Cat	Diesel	Total	Non-cat	Cat	Diesel	Total	Non-cat	Cat	Diesel	Total	Non-cat	Cat	Total					
Vehicles	20434.	3537860.	6075.	3564370.	13391.	1820960.	10579.	1844930.	5799.	701882.	27134.	734816.	2589.	57717.	60306.	81317.	141623.	4436.	143014.	6433190.
VMT/1000	325.	117695.	127.	118147.	310.	65400.	320.	66030.	123.	26298.	1357.	27778.	25.	1387.	1412.	8607.	10019.	484.	1056.	223514.
Trips	80096.	22270100.	31380.	22381600.	52866.	11458400.	63046.	11574300.	47616.	6867680.	330869.	7246160.	51300.	719785.	771085.	1452900.	2223980.	17742.	285999.	43729800.
Total Organic Gas Emissions																				
Run Exh	2.52	8.80	0.03	11.36	2.54	7.06	0.04	9.64	1.12	5.18	0.26	6.56	0.20	1.26	1.47	8.37	9.84	0.65	3.97	42.02
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.14	0.00	0.04	0.04	0.70	0.74	0.00	0.00	0.88
Start Ex	0.49	9.01	0.00	9.50	0.33	5.58	0.00	5.92	0.35	5.40	0.00	5.75	0.66	1.25	1.91	0.00	1.91	0.02	0.78	23.87
Total Ex	3.01	17.81	0.03	20.85	2.87	12.65	0.04	15.56	1.47	10.71	0.26	12.45	0.86	2.55	3.41	9.07	12.49	0.67	4.75	66.77
Diurnal	0.17	2.69	0.00	2.86	0.11	1.41	0.00	1.52	0.01	0.52	0.00	0.54	0.00	0.01	0.01	0.00	0.01	0.00	0.36	5.29
Hot Soak	0.36	4.63	0.00	4.98	0.24	2.40	0.00	2.64	0.06	1.01	0.00	1.08	0.04	0.03	0.06	0.00	0.06	0.00	0.16	8.93
Running	1.62	11.25	0.00	12.87	0.63	11.14	0.00	11.77	0.18	6.07	0.00	6.25	0.26	0.39	0.65	0.00	0.65	0.02	0.66	32.22
Resting	0.08	1.42	0.00	1.50	0.05	0.78	0.00	0.83	0.01	0.29	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.13	2.75
Total	5.24	37.79	0.03	43.07	3.91	28.38	0.04	32.32	1.74	18.60	0.26	20.60	1.17	2.98	4.15	9.07	13.22	0.69	6.06	115.96
Carbon Monoxide Emissions																				
Run Exh	26.89	222.34	0.12	249.35	26.16	183.93	0.24	210.33	17.33	93.06	1.28	111.67	5.63	20.68	26.31	32.75	59.07	4.22	39.54	674.19
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.76	0.03	0.79	0.01	0.23	0.25	3.32	3.57	0.00	0.00	4.36
Start Ex	2.62	103.39	0.00	106.01	1.78	69.42	0.00	71.20	2.47	59.78	0.00	62.25	5.72	19.03	24.75	0.00	24.75	0.27	3.12	267.60
Total Ex	29.50	325.74	0.12	355.37	27.94	253.34	0.24	281.53	19.81	153.60	1.30	174.71	11.36	39.94	51.31	36.07	87.38	4.50	42.66	946.14
Oxides of Nitrogen Emissions																				
Run Exh	1.69	22.81	0.22	24.71	1.61	25.04	0.55	27.21	0.91	16.86	7.49	25.26	0.17	5.13	5.30	107.92	113.22	9.58	1.54	201.51
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.07	0.08	0.00	0.00	0.00	5.79	5.79	0.00	0.00	5.87
Start Ex	0.12	6.71	0.00	6.84	0.08	5.84	0.00	5.92	0.07	9.38	0.00	9.45	0.09	2.46	2.55	0.00	2.55	0.03	0.10	24.88
Total Ex	1.82	29.52	0.22	31.55	1.69	30.88	0.55	33.12	0.98	26.25	7.56	34.79	0.26	7.59	7.85	113.71	121.56	9.61	1.64	232.27
Carbon Dioxide Emissions (000)																				
Run Exh	0.19	50.74	0.05	50.98	0.19	35.32	0.12	35.63	0.09	19.55	0.77	20.41	0.02	1.04	1.06	16.44	17.50	1.22	0.18	125.92
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.01	0.01	0.33	0.33	0.00	0.00	0.36
Start Ex	0.02	1.77	0.00	1.79	0.01	1.14	0.00	1.15	0.01	0.65	0.00	0.67	0.01	0.03	0.04	0.00	0.04	0.00	0.02	3.66
Total Ex	0.21	52.51	0.05	52.77	0.20	36.45	0.12	36.77	0.11	20.23	0.78	21.11	0.03	1.08	1.11	16.77	17.88	1.22	0.20	129.94
PM10 Emissions																				
Run Exh	0.01	1.60	0.02	1.63	0.01	1.87	0.02	1.91	0.00	0.77	0.06	0.83	0.00	0.01	0.01	4.53	4.54	0.14	0.04	9.09
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.00	0.09
Start Ex	0.00	0.14	0.00	0.15	0.00	0.15	0.00	0.15	0.00	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38
Total Ex	0.01	1.74	0.02	1.78	0.01	2.02	0.02	2.06	0.01	0.84	0.06	0.90	0.00	0.02	0.02	4.62	4.64	0.14	0.04	9.56
TireWear	0.00	1.04	0.00	1.04	0.00	0.58	0.00	0.58	0.00	0.25	0.02	0.27	0.00	0.02	0.02	0.25	0.27	0.00	0.00	2.18
BrakeWr	0.00	1.63	0.00	1.63	0.00	0.90	0.00	0.91	0.00	0.36	0.02	0.38	0.00	0.02	0.02	0.21	0.23	0.01	0.01	3.18
Total	0.02	4.41	0.02	4.45	0.02	3.50	0.03	3.55	0.01	1.46	0.09	1.56	0.00	0.06	0.06	5.09	5.15	0.16	0.05	14.92
Lead	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
SOx	0.00	0.51	0.00	0.51	0.00	0.35	0.00	0.36	0.00	0.20	0.01	0.21	0.00	0.01	0.01	0.16	0.17	0.01	0.00	1.26
Fuel Consumption (000 gallons)																				
Gasoline	27.39	5433.31	0.00	5460.70	25.58	3776.52	0.00	3802.10	14.42	2098.67	0.00	2113.09	5.23	117.64	122.87	0.00	122.87	10.95	28.28	11537.99
Diesel	0.00	0.00	4.57	4.57	0.00	0.00	11.07	11.07	0.00	0.00	70.05	70.05	0.00	0.00	0.00	1508.99	1508.99	100.43	0.00	1695.11

Title : Sherman Oaks Fashion Square
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2008/02/27 11:09:17
Scen Year: 2007 -- All model years in the range 1965 to 2007 selected
Season : Winter
Area : Los Angeles County Average
I/M Stat : Enhanced Interim (2005) -- Using I/M schedule for area 59 Los Angeles (SC)
Emissions: Tons Per Day

	Light Duty Passenger Cars				Light Duty Trucks				Medium Duty Trucks				Heavy Duty Trucks							
													Gasoline Trucks			Diesel	Total HD	Urban	Motor-	All
	Non-cat	Cat	Diesel	Total	Non-cat	Cat	Diesel	Total	Non-cat	Cat	Diesel	Total	Non-cat	Cat	Total	Trucks	Trucks	Buses	cycles	Vehicles
Vehicles	64175.	3266660.	11439.	3342270.	32963.	1689430.	14503.	1736890.	10579.	653216.	23033.	686828.	6987.	52159.	59146.	71848.	130994.	4252.	134452.	6035690.
VMT/1000	1066.	113578.	256.	114901.	786.	63519.	477.	64782.	241.	26025.	1242.	27508.	68.	1399.	1467.	7594.	9060.	463.	990.	217704.
Trips	262296.	20690800.	63936.	21017000.	137144.	10737000.	89444.	10963600.	98150.	6416110.	276367.	6790620.	116116.	717466.	833583.	1289430.	2123010.	17008.	268877.	41180100.
Total Organic Gas Emissions																				
Run Exh	8.19	14.40	0.07	22.66	6.25	10.14	0.06	16.45	2.05	7.42	0.26	9.73	0.57	1.78	2.35	10.43	12.78	0.69	4.40	66.70
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.13	0.01	0.04	0.05	0.79	0.83	0.00	0.00	0.97
Start Ex	1.64	14.19	0.00	15.83	0.86	7.82	0.00	8.68	0.74	6.84	0.00	7.58	1.62	1.44	3.06	0.00	3.06	0.02	0.81	35.98
Total Ex	9.83	28.60	0.07	38.49	7.11	17.96	0.06	25.13	2.78	14.39	0.26	17.44	2.20	3.26	5.45	11.22	16.67	0.71	5.22	103.65
Diurnal	0.52	3.61	0.00	4.13	0.27	1.64	0.00	1.91	0.03	0.60	0.00	0.62	0.01	0.02	0.02	0.00	0.02	0.00	0.38	7.07
Hot Soak	1.19	5.08	0.00	6.27	0.63	2.28	0.00	2.91	0.13	0.98	0.00	1.11	0.08	0.03	0.11	0.00	0.11	0.00	0.24	10.65
Running	5.72	15.05	0.00	20.77	1.98	11.50	0.00	13.48	0.39	6.15	0.00	6.54	0.64	0.40	1.04	0.00	1.04	0.02	1.13	42.98
Resting	0.25	1.49	0.00	1.73	0.13	0.70	0.00	0.83	0.01	0.26	0.00	0.28	0.00	0.00	0.01	0.00	0.01	0.00	0.14	2.99
Total	17.51	53.82	0.07	71.40	10.11	34.09	0.06	44.27	3.34	22.39	0.26	25.98	2.93	3.71	6.64	11.22	17.86	0.73	7.11	167.34
Carbon Monoxide Emissions																				
Run Exh	90.24	321.64	0.26	412.13	66.72	245.00	0.37	312.09	34.05	125.29	1.18	160.52	15.62	28.97	44.59	39.47	84.06	4.55	53.50	1026.86
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.72	0.02	0.76	0.03	0.24	0.27	3.18	3.44	0.00	0.00	4.20
Start Ex	8.74	147.07	0.00	155.82	4.64	90.27	0.00	94.90	5.12	76.91	0.00	82.04	14.33	22.10	36.43	0.00	36.43	0.28	2.80	372.26
Total Ex	98.98	468.71	0.26	567.95	71.36	335.26	0.37	406.99	39.19	202.93	1.20	243.32	29.99	51.30	81.29	42.65	123.94	4.83	56.30	1403.32
Oxides of Nitrogen Emissions																				
Run Exh	5.62	36.27	0.44	42.34	4.11	37.02	0.82	41.96	1.73	24.45	9.20	35.39	0.49	7.32	7.81	144.12	151.93	10.10	1.57	283.28
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.06	0.07	0.00	0.00	0.00	4.75	4.75	0.00	0.00	4.82
Start Ex	0.41	9.46	0.00	9.87	0.21	7.64	0.00	7.85	0.14	9.71	0.00	9.85	0.23	2.75	2.99	0.00	2.99	0.03	0.09	30.68
Total Ex	6.04	45.74	0.44	52.21	4.33	44.66	0.82	49.81	1.87	34.17	9.26	45.31	0.72	10.08	10.80	148.87	159.67	10.13	1.66	318.78
Carbon Dioxide Emissions (000)																				
Run Exh	0.64	49.54	0.10	50.28	0.47	34.21	0.18	34.86	0.18	19.34	0.71	20.23	0.05	1.05	1.10	14.45	15.55	1.21	0.14	122.27
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.03	0.00	0.01	0.01	0.29	0.30	0.00	0.00	0.32
Start Ex	0.06	1.68	0.00	1.73	0.03	1.07	0.00	1.10	0.02	0.61	0.00	0.63	0.03	0.03	0.05	0.00	0.05	0.00	0.02	3.53
Total Ex	0.69	51.21	0.10	52.01	0.50	35.28	0.18	35.96	0.21	19.97	0.71	20.89	0.08	1.08	1.16	14.74	15.90	1.22	0.15	126.13
PM10 Emissions																				
Run Exh	0.04	1.38	0.05	1.47	0.03	1.53	0.04	1.60	0.01	0.63	0.06	0.70	0.00	0.01	0.02	5.98	5.99	0.15	0.05	9.96
Idle Exh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.13
Start Ex	0.00	0.13	0.00	0.13	0.00	0.12	0.00	0.13	0.00	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.33
Total Ex	0.05	1.51	0.05	1.60	0.03	1.65	0.04	1.72	0.01	0.69	0.06	0.76	0.00	0.02	0.02	6.11	6.13	0.15	0.06	10.42
TireWear	0.01	1.00	0.00	1.01	0.01	0.56	0.00	0.57	0.00	0.25	0.02	0.27	0.00	0.02	0.02	0.22	0.24	0.00	0.00	2.10
BrakeWr	0.01	1.57	0.00	1.59	0.01	0.88	0.01	0.90	0.00	0.36	0.02	0.38	0.00	0.02	0.02	0.18	0.21	0.01	0.01	3.09
Total	0.07	4.08	0.05	4.20	0.05	3.09	0.05	3.19	0.02	1.30	0.10	1.41	0.00	0.06	0.06	6.51	6.58	0.16	0.07	15.61
Lead	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
SOx	0.01	0.50	0.00	0.51	0.01	0.34	0.00	0.35	0.00	0.20	0.01	0.20	0.00	0.01	0.01	0.14	0.15	0.01	0.00	1.23
Fuel Consumption (000 gallons)																				
Gasoline	90.02	5327.09	0.00	5417.11	64.80	3670.72	0.00	3735.51	28.17	2081.35	0.00	2109.52	13.39	120.24	133.63	0.00	133.63	9.39	26.34	11431.51
Diesel	0.00	0.00	9.29	9.29	0.00	0.00	16.51	16.51	0.00	0.00	64.18	64.18	0.00	0.00	0.00	1326.66	1326.66	101.62	0.00	1518.26

Title : Sherman Oaks Fashion Square
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2008/02/27 11:09:17
Scen Year: 2012 -- All model years in the range 1968 to 2012 selected
Season : Winter

Title   : Sherman Oaks Fashion Square
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2008/02/27 11:08:26
Scen Year: 2007 -- All model years in the range 1965 to 2007 selected
Season   : Winter
Area   : Los Angeles

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Year: 2007 -- Model Years 1965 to 2007 Inclusive -- Winter
Emfac2007 Emission Factors: V2.3 Nov 1 2006

County Average | Los Angeles | County Average

Table 1: Running Exhaust Emissions (grams/mile; grams/idle-hour)

Pollutant Name: Total Organic Gases Temperature: 47F Relative Humidity: 61%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	3.945	12.294	0.000	0.000	1.068
20	0.265	0.315	0.456	1.749	1.632	3.843	0.392

Pollutant Name: Carbon Monoxide Temperature: 47F Relative Humidity: 61%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	22.896	55.968	0.000	0.000	5.522
20	4.461	5.499	6.552	12.345	10.710	32.536	5.558

Pollutant Name: Oxides of Nitrogen Temperature: 47F Relative Humidity: 61%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	3.434	74.943	0.000	0.000	3.757
20	0.446	0.722	1.206	14.806	19.923	1.384	1.314

Pollutant Name: Carbon Dioxide Temperature: 47F Relative Humidity: 61%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	900.855	4811.140	0.000	0.000	332.081
20	465.861	571.060	786.606	1743.374	2406.183	148.203	600.380

Pollutant Name: Sulfur Dioxide Temperature: 47F Relative Humidity: 61%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.009	0.046	0.000	0.000	0.003
20	0.005	0.006	0.008	0.017	0.023	0.002	0.006

Pollutant Name: PM10 Temperature: 47F Relative Humidity: 61%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.040	1.790	0.000	0.000	0.084
20	0.016	0.030	0.032	0.730	0.359	0.037	0.055

Pollutant Name: PM10 - Tire Wear Temperature: 47F Relative Humidity: 61%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.000	0.000	0.000	0.000	0.000
20	0.008	0.008	0.009	0.024	0.009	0.004	0.009

Pollutant Name: PM10 - Break Wear Temperature: 47F Relative Humidity: 61%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.000	0.000	0.000	0.000	0.000
20	0.013	0.013	0.013	0.021	0.013	0.006	0.013

Title : Sherman Oaks Fashion Square
Version : Emfac2007 V2.3 Nov 1 2006
Run Date : 2008/02/27 11:08:26
Scen Year: 2012 -- All model years in the range 1968 to 2012 selected
Season : Winter
Area : Los Angeles

****

Year: 2012 -- Model Years 1968 to 2012 Inclusive -- Winter
Emfac2007 Emission Factors: V2.3 Nov 1 2006

County Average Los Angeles County Average

Table 1: Running Exhaust Emissions (grams/mile; grams/idle-hour)

Pollutant Name: Total Organic Gases Temperature: 47F Relative Humidity: 61%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	3.987	10.332	0.000	0.000	1.010
20	0.126	0.179	0.303	1.222	1.476	3.202	0.235

Pollutant Name: Carbon Monoxide Temperature: 47F Relative Humidity: 61%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	23.277	52.843	0.000	0.000	5.541
20	2.604	3.641	4.506	7.400	9.511	24.039	3.519

Pollutant Name: Oxides of Nitrogen Temperature: 47F Relative Humidity: 61%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	3.772	81.662	0.000	0.000	4.348
20	0.256	0.465	0.842	10.325	18.108	1.311	0.918

Pollutant Name: Carbon Dioxide Temperature: 47F Relative Humidity: 61%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	953.037	4905.912	0.000	0.000	356.304
20	459.890	572.341	785.039	1776.876	2315.547	160.272	601.786

Pollutant Name: Sulfur Dioxide Temperature: 47F Relative Humidity: 61%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.010	0.047	0.000	0.000	0.003
20	0.004	0.006	0.008	0.017	0.022	0.002	0.006

Pollutant Name: PM10 Temperature: 47F Relative Humidity: 61%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.040	1.243	0.000	0.000	0.064
20	0.017	0.035	0.037	0.460	0.330	0.025	0.047

Pollutant Name: PM10 - Tire Wear Temperature: 47F Relative Humidity: 61%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.000	0.000	0.000	0.000	0.000
20	0.008	0.008	0.009	0.025	0.009	0.004	0.009

Pollutant Name: PM10 - Break Wear Temperature: 47F Relative Humidity: 61%

Speed MPH	LDA	LDT	MDT	HDT	UBUS	MCY	ALL
0	0.000	0.000	0.000	0.000	0.000	0.000	0.000
20	0.013	0.013	0.013	0.021	0.013	0.006	0.013

JOB: HAMA EX RUN: CAL3QHC RUN

DATE : 2/28/ 8
TIME : 18: 7: 6

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	518.0	.0	518.0	500.0	500.	360.	AG	1145.	5.6	.0	56.0		
2. nbd	518.0	500.0	518.0	1000.0	500.	360.	AG	1028.	5.6	.0	44.0		
3. sba	482.0	1000.0	482.0	500.0	500.	180.	AG	825.	5.6	.0	56.0		
4. sbd	482.0	500.0	482.0	.0	500.	180.	AG	998.	5.6	.0	44.0		
5. eba	.0	482.0	500.0	482.0	500.	90.	AG	1356.	5.6	.0	56.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	1252.	5.6	.0	44.0		
7. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	673.	5.6	.0	56.0		
8. wbd	500.0	518.0	.0	518.0	500.	270.	AG	721.	5.6	.0	44.0		
9. nbq	518.0	464.0	518.0	403.6	60.	180.	AG	21.	100.0	.0	36.0	.55	3.1
10. sbq	482.0	536.0	482.0	579.6	44.	360.	AG	21.	100.0	.0	36.0	.40	2.2
11. ebq	464.0	482.0	394.8	482.0	69.	270.	AG	21.	100.0	.0	36.0	.63	3.5
12. wbq	536.0	518.0	570.3	518.0	34.	90.	AG	21.	100.0	.0	36.0	.31	1.7

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	29	3.0	1145	1600	5.52	3	3
10. sbq	60	29	3.0	825	1600	5.52	3	3
11. ebq	60	28	3.0	1356	1600	5.52	3	3
12. wbq	60	28	3.0	673	1600	5.52	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	454.0	546.0	6.0
2. ne 10 ft	546.0	546.0	6.0
3. sw 10 ft	454.0	454.0	6.0
4. se 10 ft	546.0	454.0	6.0

JOB: HAMA RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.3	.2	.7	.7
10.	.6	.0	1.0	.3
20.	.5	.0	.8	.3
30.	.4	.0	.8	.3
40.	.4	.0	.7	.4
50.	.4	.0	.8	.4
60.	.4	.0	.8	.4
70.	.3	.0	1.0	.6
80.	.3	.0	1.2	.7
90.	.6	.2	.7	.3
100.	.9	.5	.3	.0
110.	.8	.5	.4	.0
120.	.7	.4	.4	.0
130.	.6	.4	.4	.0
140.	.7	.3	.4	.0
150.	.6	.4	.5	.0
160.	.9	.4	.7	.0
170.	1.1	.4	.6	.1
180.	.8	.7	.2	.4
190.	.3	1.1	.0	.8
200.	.3	.9	.0	.6
210.	.3	.7	.0	.6
220.	.3	.7	.0	.6
230.	.4	.6	.0	.4
240.	.5	.7	.0	.4
250.	.6	.9	.0	.4
260.	.6	1.0	.1	.5
270.	.3	.7	.5	.8
280.	.0	.3	.8	1.2
290.	.0	.3	.7	.9
300.	.0	.3	.6	.8
310.	.0	.3	.5	.8
320.	.0	.3	.5	.7
330.	.0	.5	.4	.7
340.	.0	.6	.4	.9
350.	.1	.7	.4	1.0
360.	.3	.2	.7	.7
MAX	1.1	1.1	1.2	1.2
DEGR.	170	190	80	280

THE HIGHEST CONCENTRATION OF 1.20 PPM OCCURRED AT RECEPTOR REC3 .

JOB: HAMA NP RUN: CAL3QHC RUN

DATE : 2/28/ 8
TIME : 18:13: 9

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	518.0	.0	518.0	500.0	500.	360. AG	1277.	3.5	.0	56.0		
2. nbd	518.0	500.0	518.0	1000.0	500.	360. AG	1143.	3.5	.0	44.0		
3. sba	482.0	1000.0	482.0	500.0	500.	180. AG	924.	3.5	.0	56.0		
4. sbd	482.0	500.0	482.0	.0	500.	180. AG	1122.	3.5	.0	44.0		
5. eba	.0	482.0	500.0	482.0	500.	90. AG	1511.	3.5	.0	56.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90. AG	1390.	3.5	.0	44.0		
7. wba	1000.0	518.0	500.0	518.0	500.	270. AG	753.	3.5	.0	56.0		
8. wbd	500.0	518.0	.0	518.0	500.	270. AG	810.	3.5	.0	44.0		
9. nbq	518.0	464.0	518.0	396.6	67.	180. AG	22.	100.0	.0	36.0	.61	3.4
10. sbq	482.0	536.0	482.0	584.8	49.	360. AG	22.	100.0	.0	36.0	.44	2.5
11. ebq	464.0	482.0	387.0	482.0	77.	270. AG	21.	100.0	.0	36.0	.70	3.9
12. wbq	536.0	518.0	574.4	518.0	38.	90. AG	21.	100.0	.0	36.0	.35	2.0

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	29	3.0	1277	1600	5.54	3	3
10. sbq	60	29	3.0	924	1600	5.54	3	3
11. ebq	60	28	3.0	1511	1600	5.54	3	3
12. wbq	60	28	3.0	753	1600	5.54	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	454.0	546.0	6.0
2. ne 10 ft	546.0	546.0	6.0
3. sw 10 ft	454.0	454.0	6.0
4. se 10 ft	546.0	454.0	6.0

JOB: HAMA RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.2	.2	.6	.6
10.	.4	.0	.8	.2
20.	.4	.0	.7	.2
30.	.3	.0	.6	.3
40.	.3	.0	.4	.3
50.	.3	.0	.5	.3
60.	.3	.0	.5	.3
70.	.3	.0	.6	.4
80.	.3	.0	.8	.5
90.	.4	.2	.5	.2
100.	.7	.4	.2	.0
110.	.6	.4	.2	.0
120.	.6	.3	.2	.0
130.	.4	.2	.2	.0
140.	.5	.3	.3	.0
150.	.5	.3	.4	.0
160.	.7	.3	.5	.0
170.	.8	.3	.5	.1
180.	.4	.5	.2	.3
190.	.2	.8	.0	.5
200.	.2	.7	.0	.5
210.	.2	.5	.0	.4
220.	.2	.5	.0	.4
230.	.3	.4	.0	.4
240.	.3	.6	.0	.3
250.	.4	.6	.0	.3
260.	.4	.7	.1	.3
270.	.1	.4	.3	.6
280.	.0	.2	.6	1.0
290.	.0	.2	.5	.6
300.	.0	.2	.5	.5
310.	.0	.2	.4	.6
320.	.0	.3	.4	.4
330.	.0	.3	.4	.5
340.	.0	.4	.4	.6
350.	.0	.4	.4	.7
360.	.2	.2	.6	.6
MAX	.8	.8	.8	1.0
DEGR.	170	190	10	280

THE HIGHEST CONCENTRATION OF 1.00 PPM OCCURRED AT RECEPTOR REC4 .

JOB: HAMA PA RUN: CAL3QHC RUN

DATE : 2/28/ 8
TIME : 18:18:16

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	518.0	.0	518.0	500.0	500.	360.	AG	1323.	3.5	.0	56.0		
2. nbd	518.0	500.0	518.0	1000.0	500.	360.	AG	1183.	3.5	.0	44.0		
3. sba	482.0	1000.0	482.0	500.0	500.	180.	AG	953.	3.5	.0	56.0		
4. sbd	482.0	500.0	482.0	.0	500.	180.	AG	1163.	3.5	.0	44.0		
5. eba	.0	482.0	500.0	482.0	500.	90.	AG	1517.	3.5	.0	56.0		
6. ebd	500.0	482.0	1000.0	482.0	500.	90.	AG	1390.	3.5	.0	44.0		
7. wba	1000.0	518.0	500.0	518.0	500.	270.	AG	759.	3.5	.0	56.0		
8. wbd	500.0	518.0	.0	518.0	500.	270.	AG	816.	3.5	.0	44.0		
9. nbq	518.0	464.0	518.0	394.1	70.	180.	AG	22.	100.0	.0	36.0	.64	3.6
10. sbq	482.0	536.0	482.0	586.3	50.	360.	AG	22.	100.0	.0	36.0	.46	2.6
11. ebq	464.0	482.0	386.7	482.0	77.	270.	AG	21.	100.0	.0	36.0	.70	3.9
12. wbq	536.0	518.0	574.7	518.0	39.	90.	AG	21.	100.0	.0	36.0	.35	2.0

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	29	3.0	1323	1600	5.54	3	3
10. sbq	60	29	3.0	953	1600	5.54	3	3
11. ebq	60	28	3.0	1517	1600	5.54	3	3
12. wbq	60	28	3.0	759	1600	5.54	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	454.0	546.0	6.0
2. ne 10 ft	546.0	546.0	6.0
3. sw 10 ft	454.0	454.0	6.0
4. se 10 ft	546.0	454.0	6.0

JOB: HAMA RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.2	.2	.6	.6
10.	.4	.0	.8	.2
20.	.4	.0	.7	.2
30.	.3	.0	.6	.3
40.	.3	.0	.4	.3
50.	.3	.0	.5	.3
60.	.3	.0	.5	.3
70.	.3	.0	.6	.4
80.	.3	.0	.8	.5
90.	.4	.2	.5	.2
100.	.7	.4	.2	.0
110.	.6	.4	.2	.0
120.	.6	.3	.2	.0
130.	.4	.2	.2	.0
140.	.5	.3	.3	.0
150.	.6	.3	.4	.0
160.	.7	.3	.5	.0
170.	.8	.3	.5	.1
180.	.4	.5	.2	.3
190.	.2	.8	.0	.5
200.	.2	.7	.0	.5
210.	.2	.5	.0	.4
220.	.2	.5	.0	.4
230.	.3	.4	.0	.4
240.	.3	.6	.0	.4
250.	.4	.6	.0	.3
260.	.4	.7	.1	.3
270.	.1	.4	.3	.7
280.	.0	.2	.6	1.0
290.	.0	.2	.5	.6
300.	.0	.2	.5	.6
310.	.0	.3	.4	.6
320.	.0	.3	.4	.4
330.	.0	.3	.4	.5
340.	.0	.4	.4	.6
350.	.0	.4	.4	.7
360.	.2	.2	.6	.6
MAX	.8	.8	.8	1.0
DEGR.	170	190	10	280

THE HIGHEST CONCENTRATION OF 1.00 PPM OCCURRED AT RECEPTOR REC4 .

JOB: HARI EX RUN: Hazeltine Riverside No Project

DATE : 3/ 3/ 8
TIME : 9: 5:21

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. Link_1	524.0	.0	524.0	500.0	500.	360.	AG	1229.	5.6	.0	92.0		
2. Link_2	524.0	500.0	524.0	1000.0	500.	360.	AG	1115.	5.6	.0	80.0		
3. Link_3	524.0	464.0	524.0	422.0	42.	180.	AG	25.	100.0	.0	48.0	.38	2.1
4. Link_4	482.0	1000.0	482.0	500.0	500.	180.	AG	1056.	5.6	.0	80.0		
5. Link_5	482.0	500.0	482.0	.0	500.	180.	AG	1139.	5.6	.0	92.0		
6. Link_6	482.0	536.0	482.0	584.1	48.	360.	AG	19.	100.0	.0	36.0	.44	2.4
7. Link_7	.0	482.0	500.0	482.0	500.	90.	AG	817.	5.6	.0	80.0		
8. Link_8	500.0	482.0	1000.0	482.0	500.	90.	AG	1027.	5.6	.0	80.0		
9. Link_9	464.0	482.0	416.4	482.0	48.	270.	AG	24.	100.0	.0	36.0	.44	2.4
10. Link_10	1000.0	518.0	500.0	518.0	500.	270.	AG	995.	5.6	.0	80.0		
11. Link_11	500.0	518.0	.0	518.0	500.	270.	AG	816.	5.6	.0	80.0		
12. Link_12	548.0	518.0	605.9	518.0	58.	90.	AG	24.	100.0	.0	36.0	.54	2.9

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. Link_3	60	25	3.0	1229	1600	5.52	3	3
6. Link_6	60	25	3.0	1056	1600	5.52	3	3
9. Link_9	60	32	3.0	817	1600	5.52	3	3
12. Link_12	60	32	3.0	995	1600	5.52	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW 10 ft	454.0	546.0	6.0
2. NE 10 ft	558.0	546.0	6.0
3. SW 1- ft	454.0	454.0	6.0
4. SE 10 ft	558.0	454.0	6.0

RUN: Hazeltine Riverside No Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.4	.4	.8	.7
10.	.7	.1	1.0	.6
20.	.5	.0	.7	.5
30.	.5	.0	.6	.3
40.	.4	.0	.7	.4
50.	.5	.0	.7	.4
60.	.5	.0	.8	.5
70.	.5	.1	.8	.5
80.	.6	.2	1.0	.6
90.	.9	.5	.9	.5
100.	1.0	.6	.7	.2
110.	.8	.5	.5	.1
120.	.8	.5	.4	.0
130.	.7	.5	.4	.0
140.	.8	.5	.4	.0
150.	.6	.4	.5	.0
160.	.8	.4	.6	.1
170.	1.0	.6	.6	.2
180.	.7	.8	.5	.4
190.	.5	1.0	.2	.7
200.	.3	.9	.1	.6
210.	.2	.8	.0	.5
220.	.2	.8	.0	.4
230.	.3	.8	.0	.5
240.	.4	.8	.0	.5
250.	.5	.7	.2	.5
260.	.5	.9	.1	.6
270.	.3	.7	.3	.8
280.	.1	.5	.5	1.0
290.	.1	.4	.5	.7
300.	.0	.3	.4	.8
310.	.0	.4	.4	.9
320.	.0	.4	.3	.8
330.	.0	.5	.4	.8
340.	.1	.6	.4	.8
350.	.2	.7	.5	1.0
360.	.4	.4	.8	.7
MAX DEGR.	1.0 100	1.0 190	1.0 10	1.0 280

THE HIGHEST CONCENTRATION OF 1.00 PPM OCCURRED AT RECEPTOR REC3 .

JOB: HARI NP RUN: Hazeltine Riverside No Project

DATE : 2/27/ 8
TIME : 12: 8:40

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. Link_1	524.0	.0	524.0	500.0	500.	360.	AG	1371.	3.5	.0	92.0		
2. Link_2	524.0	500.0	524.0	1000.0	500.	360.	AG	1249.	3.5	.0	80.0		
3. Link_3	524.0	464.0	524.0	415.4	49.	180.	AG	26.	100.0	.0	48.0	.44	2.5
4. Link_4	482.0	1000.0	482.0	500.0	500.	180.	AG	1185.	3.5	.0	80.0		
5. Link_5	482.0	500.0	482.0	.0	500.	180.	AG	1276.	3.5	.0	92.0		
6. Link_6	482.0	536.0	482.0	592.2	56.	360.	AG	19.	100.0	.0	36.0	.51	2.9
7. Link_7	.0	482.0	500.0	482.0	500.	90.	AG	932.	3.5	.0	80.0		
8. Link_8	500.0	482.0	1000.0	482.0	500.	90.	AG	1169.	3.5	.0	80.0		
9. Link_9	464.0	482.0	411.5	482.0	53.	270.	AG	23.	100.0	.0	36.0	.49	2.7
10. Link_10	1000.0	518.0	500.0	518.0	500.	270.	AG	1139.	3.5	.0	80.0		
11. Link_11	500.0	518.0	.0	518.0	500.	270.	AG	933.	3.5	.0	80.0		
12. Link_12	548.0	518.0	612.2	518.0	64.	90.	AG	23.	100.0	.0	36.0	.59	3.3

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. Link_3	60	26	3.0	1371	1600	5.54	3	3
6. Link_6	60	26	3.0	1185	1600	5.54	3	3
9. Link_9	60	31	3.0	932	1600	5.54	3	3
12. Link_12	60	31	3.0	1139	1600	5.54	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW 10 ft	454.0	546.0	6.0
2. NE 10 ft	558.0	546.0	6.0
3. SW 1- ft	454.0	454.0	6.0
4. SE 10 ft	558.0	454.0	6.0

RUN: Hazeltine Riverside No Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.3	.3	.6	.5
10.	.4	.1	.9	.3
20.	.4	.0	.7	.3
30.	.4	.0	.5	.2
40.	.4	.0	.5	.2
50.	.3	.0	.5	.3
60.	.3	.0	.5	.3
70.	.3	.0	.6	.4
80.	.5	.1	.7	.4
90.	.7	.3	.6	.3
100.	.7	.5	.5	.1
110.	.6	.4	.3	.1
120.	.5	.4	.2	.0
130.	.5	.3	.2	.0
140.	.5	.3	.3	.0
150.	.5	.3	.4	.0
160.	.7	.3	.4	.0
170.	.8	.5	.5	.1
180.	.6	.6	.3	.3
190.	.4	.9	.2	.4
200.	.4	.7	.1	.5
210.	.2	.5	.0	.4
220.	.2	.5	.0	.4
230.	.2	.4	.0	.3
240.	.2	.6	.0	.3
250.	.3	.5	.0	.3
260.	.4	.6	.1	.4
270.	.2	.5	.2	.6
280.	.1	.3	.4	.7
290.	.0	.2	.3	.5
300.	.0	.2	.3	.5
310.	.0	.2	.3	.4
320.	.0	.3	.3	.5
330.	.0	.3	.3	.5
340.	.1	.5	.4	.7
350.	.1	.4	.5	.7
360.	.3	.3	.6	.5
MAX DEGR.	.8 170	.9 190	.9 10	.7 280

THE HIGHEST CONCENTRATION OF .90 PPM OCCURRED AT RECEPTOR REC3 .

JOB: HARI PA RUN: Hazeltine Riverside Avenue Project

DATE : 2/27/ 8
TIME : 12:34:37

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. Link_1	524.0	.0	524.0	500.0	500.	360.	AG	1397.	3.5	.0	92.0		
2. Link_2	524.0	500.0	524.0	1000.0	500.	360.	AG	1311.	3.5	.0	80.0		
3. Link_3	524.0	464.0	524.0	414.4	50.	180.	AG	26.	100.0	.0	48.0	.45	2.5
4. Link_4	482.0	1000.0	482.0	500.0	500.	180.	AG	1231.	3.5	.0	80.0		
5. Link_5	482.0	500.0	482.0	.0	500.	180.	AG	1315.	3.5	.0	92.0		
6. Link_6	482.0	536.0	482.0	594.3	58.	360.	AG	19.	100.0	.0	36.0	.53	3.0
7. Link_7	.0	482.0	500.0	482.0	500.	90.	AG	975.	3.5	.0	80.0		
8. Link_8	500.0	482.0	1000.0	482.0	500.	90.	AG	1219.	3.5	.0	80.0		
9. Link_9	464.0	482.0	408.9	482.0	55.	270.	AG	23.	100.0	.0	36.0	.51	2.8
10. Link_10	1000.0	518.0	500.0	518.0	500.	270.	AG	1249.	3.5	.0	80.0		
11. Link_11	500.0	518.0	.0	518.0	500.	270.	AG	1007.	3.5	.0	80.0		
12. Link_12	548.0	518.0	618.5	518.0	71.	90.	AG	23.	100.0	.0	36.0	.65	3.6

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. Link_3	60	26	3.0	1397	1600	5.54	3	3
6. Link_6	60	26	3.0	1231	1600	5.54	3	3
9. Link_9	60	31	3.0	975	1600	5.54	3	3
12. Link_12	60	31	3.0	1249	1600	5.54	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW 10 ft	454.0	546.0	6.0
2. NE 10 ft	558.0	546.0	6.0
3. SW 10 ft	454.0	454.0	6.0
4. SE 10 ft	558.0	454.0	6.0

RUN: Hazeltine Riverside Avenue Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.3	.3	.6	.5
10.	.5	.1	.9	.3
20.	.5	.0	.7	.3
30.	.5	.0	.5	.3
40.	.4	.0	.5	.2
50.	.3	.0	.6	.3
60.	.3	.0	.5	.4
70.	.3	.1	.7	.5
80.	.5	.1	.8	.5
90.	.7	.3	.6	.3
100.	.8	.5	.5	.1
110.	.7	.6	.3	.1
120.	.5	.5	.2	.0
130.	.5	.4	.2	.0
140.	.5	.3	.3	.0
150.	.6	.3	.4	.0
160.	.7	.3	.5	.0
170.	.8	.5	.5	.1
180.	.7	.6	.3	.3
190.	.4	.9	.2	.4
200.	.4	.7	.1	.5
210.	.2	.5	.0	.4
220.	.2	.5	.0	.4
230.	.2	.4	.0	.3
240.	.3	.6	.0	.3
250.	.3	.5	.0	.4
260.	.4	.7	.1	.4
270.	.2	.5	.2	.6
280.	.1	.4	.4	.8
290.	.0	.3	.4	.5
300.	.0	.2	.4	.5
310.	.0	.3	.3	.5
320.	.0	.3	.3	.5
330.	.0	.3	.3	.5
340.	.1	.5	.4	.7
350.	.1	.5	.5	.8
360.	.3	.3	.6	.5
MAX DEGR.	.8 100	.9 190	.9 10	.8 350

THE HIGHEST CONCENTRATION OF .90 PPM OCCURRED AT RECEPTOR REC3 .

JOB: HARIwe NP RUN: Hazeltine Riverside we existing

DATE : 8/13/ 7
TIME : 17:51:18

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. Link_1	524.0	.0	524.0	500.0	500.	360. AG	1070.	5.3	.0	92.0		
2. Link_2	524.0	500.0	524.0	1000.0	500.	360. AG	818.	5.3	.0	80.0		
3. Link_3	524.0	464.0	524.0	430.4	34.	180. AG	21.	100.0	.0	48.0	.31	1.7
4. Link_4	482.0	1000.0	482.0	500.0	500.	180. AG	960.	5.3	.0	92.0		
5. Link_5	482.0	500.0	482.0	.0	500.	180. AG	1055.	5.3	.0	92.0		
6. Link_6	482.0	536.0	482.0	576.2	40.	360. AG	16.	100.0	.0	36.0	.38	2.0
7. Link_7	.0	482.0	500.0	482.0	500.	90. AG	728.	5.3	.0	80.0		
8. Link_8	500.0	482.0	1000.0	482.0	500.	90. AG	926.	5.3	.0	80.0		
9. Link_9	464.0	482.0	419.0	482.0	45.	270. AG	24.	100.0	.0	36.0	.43	2.3
10. Link_10	1000.0	518.0	500.0	518.0	500.	270. AG	692.	5.3	.0	80.0		
11. Link_11	500.0	518.0	.0	518.0	500.	270. AG	651.	5.3	.0	80.0		
12. Link_12	548.0	518.0	590.8	518.0	43.	90. AG	24.	100.0	.0	36.0	.41	2.2

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. Link_3	60	23	3.0	1070	1600	5.22	3	3
6. Link_6	60	23	3.0	960	1600	5.22	3	3
9. Link_9	60	34	3.0	728	1600	5.22	3	3
12. Link_12	60	34	3.0	692	1600	5.22	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW 10 ft	454.0	546.0	6.0
2. NE 10 ft	558.0	546.0	6.0
3. SW 10 ft	454.0	454.0	6.0
4. SE 10 ft	558.0	454.0	6.0

RUN: Hazeltine Riverside we existing

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.3	.3	.7	.5
10.	.4	.1	.9	.4
20.	.5	.0	.7	.3
30.	.3	.0	.5	.2
40.	.3	.0	.5	.3
50.	.2	.0	.7	.3
60.	.2	.0	.5	.3
70.	.2	.0	.7	.5
80.	.4	.1	.8	.5
90.	.6	.3	.6	.3
100.	.7	.5	.4	.2
110.	.6	.4	.2	.1
120.	.7	.4	.3	.0
130.	.5	.4	.4	.0
140.	.5	.3	.4	.0
150.	.6	.3	.5	.0
160.	.7	.3	.5	.1
170.	.8	.5	.6	.1
180.	.7	.7	.4	.3
190.	.5	.9	.2	.6
200.	.3	.7	.1	.5
210.	.2	.6	.0	.4
220.	.2	.5	.0	.4
230.	.2	.6	.0	.3
240.	.3	.6	.0	.3
250.	.4	.6	.0	.5
260.	.4	.7	.1	.5
270.	.2	.6	.3	.6
280.	.1	.3	.4	.7
290.	.0	.2	.3	.5
300.	.0	.2	.3	.7
310.	.0	.2	.3	.6
320.	.0	.3	.3	.5
330.	.0	.4	.4	.6
340.	.1	.4	.4	.7
350.	.2	.5	.5	.8
360.	.3	.3	.7	.5
MAX DEGR.	.8 170	.9 190	.9 10	.8 350

THE HIGHEST CONCENTRATION OF .90 PPM OCCURRED AT RECEPTOR REC3 .

JOB: HARIwe NP RUN: Hazeltine Riverside we No Project

DATE : 2/28/ 8
TIME : 14:12:31

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. Link_1	524.0	.0	524.0	500.0	500.	360.	AG	1210.	3.5	.0	92.0		
2. Link_2	524.0	500.0	524.0	1000.0	500.	360.	AG	930.	3.5	.0	80.0		
3. Link_3	524.0	464.0	524.0	424.4	40.	180.	AG	24.	100.0	.0	48.0	.37	2.0
4. Link_4	482.0	1000.0	482.0	500.0	500.	180.	AG	1088.	3.5	.0	80.0		
5. Link_5	482.0	500.0	482.0	.0	500.	180.	AG	1199.	3.5	.0	92.0		
6. Link_6	482.0	536.0	482.0	581.5	46.	360.	AG	17.	100.0	.0	36.0	.42	2.3
7. Link_7	.0	482.0	500.0	482.0	500.	90.	AG	855.	3.5	.0	80.0		
8. Link_8	500.0	482.0	1000.0	482.0	500.	90.	AG	1086.	3.5	.0	80.0		
9. Link_9	464.0	482.0	412.6	482.0	51.	270.	AG	25.	100.0	.0	36.0	.49	2.6
10. Link_10	1000.0	518.0	500.0	518.0	500.	270.	AG	822.	3.5	.0	80.0		
11. Link_11	500.0	518.0	.0	518.0	500.	270.	AG	760.	3.5	.0	80.0		
12. Link_12	548.0	518.0	597.4	518.0	49.	90.	AG	25.	100.0	.0	36.0	.47	2.5

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. Link_3	60	24	3.0	1210	1600	5.54	3	3
6. Link_6	60	23	3.0	1088	1600	5.54	3	3
9. Link_9	60	33	3.0	855	1600	5.54	3	3
12. Link_12	60	33	3.0	822	1600	5.54	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW 10 ft	454.0	546.0	6.0
2. NE 10 ft	558.0	546.0	6.0
3. SW 10 ft	454.0	454.0	6.0
4. SE 10 ft	558.0	454.0	6.0

RUN: Hazeltine Riverside we No Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.3	.2	.6	.5
10.	.4	.1	.7	.4
20.	.3	.0	.5	.3
30.	.3	.0	.4	.2
40.	.2	.0	.4	.2
50.	.3	.0	.5	.2
60.	.3	.0	.5	.3
70.	.3	.0	.5	.3
80.	.3	.1	.6	.4
90.	.7	.2	.5	.3
100.	.7	.3	.4	.1
110.	.6	.4	.2	.0
120.	.5	.3	.2	.0
130.	.4	.3	.2	.0
140.	.5	.3	.2	.0
150.	.5	.3	.4	.0
160.	.6	.3	.4	.0
170.	.7	.4	.4	.1
180.	.5	.6	.3	.3
190.	.5	.8	.1	.4
200.	.3	.7	.1	.4
210.	.2	.5	.0	.3
220.	.2	.5	.0	.3
230.	.2	.4	.0	.2
240.	.2	.4	.0	.3
250.	.3	.5	.0	.3
260.	.3	.6	.1	.4
270.	.2	.4	.2	.6
280.	.1	.3	.3	.7
290.	.0	.2	.3	.5
300.	.0	.2	.3	.5
310.	.0	.2	.3	.4
320.	.0	.2	.3	.4
330.	.0	.2	.3	.5
340.	.0	.3	.4	.5
350.	.1	.3	.5	.6
360.	.3	.2	.6	.5
MAX	.7	.8	.7	.7
DEGR.	90	190	10	280

THE HIGHEST CONCENTRATION OF .80 PPM OCCURRED AT RECEPTOR REC2 .

JOB: HARIwe PA RUN: Hazeltine Riverside we Project

DATE : 2/28/ 8
TIME : 14:18: 2

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. Link_1	524.0	.0	524.0	500.0	500.	360.	AG	1241.	3.5	.0	80.0		
2. Link_2	524.0	500.0	524.0	1000.0	500.	360.	AG	980.	3.5	.0	80.0		
3. Link_3	524.0	464.0	524.0	423.3	41.	180.	AG	24.	100.0	.0	48.0	.38	2.1
4. Link_4	482.0	1000.0	482.0	500.0	500.	180.	AG	1154.	3.5	.0	80.0		
5. Link_5	482.0	500.0	482.0	.0	500.	180.	AG	1256.	3.5	.0	92.0		
6. Link_6	482.0	536.0	482.0	586.4	50.	360.	AG	18.	100.0	.0	36.0	.46	2.6
7. Link_7	.0	482.0	500.0	482.0	500.	90.	AG	918.	3.5	.0	80.0		
8. Link_8	500.0	482.0	1000.0	482.0	500.	90.	AG	1158.	3.5	.0	80.0		
9. Link_9	464.0	482.0	408.8	482.0	55.	270.	AG	25.	100.0	.0	36.0	.52	2.8
10. Link_10	1000.0	518.0	500.0	518.0	500.	270.	AG	905.	3.5	.0	80.0		
11. Link_11	500.0	518.0	.0	518.0	500.	270.	AG	824.	3.5	.0	80.0		
12. Link_12	548.0	518.0	602.3	518.0	54.	90.	AG	25.	100.0	.0	36.0	.51	2.8

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. Link_3	60	24	3.0	1241	1600	5.54	3	3
6. Link_6	60	24	3.0	1154	1600	5.54	3	3
9. Link_9	60	33	3.0	918	1600	5.54	3	3
12. Link_12	60	33	3.0	905	1600	5.54	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW 10 ft	454.0	546.0	6.0
2. NE 10 ft	558.0	546.0	6.0
3. SW 10 ft	454.0	454.0	6.0
4. SE 10 ft	558.0	454.0	6.0

RUN: Hazeltine Riverside we Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.3	.2	.6	.5
10.	.4	.1	.7	.4
20.	.3	.0	.5	.3
30.	.3	.0	.5	.2
40.	.3	.0	.5	.2
50.	.3	.0	.5	.3
60.	.3	.0	.5	.3
70.	.3	.0	.5	.3
80.	.5	.1	.6	.4
90.	.7	.2	.5	.3
100.	.7	.4	.4	.1
110.	.6	.4	.2	.1
120.	.5	.3	.2	.0
130.	.4	.3	.2	.0
140.	.5	.3	.3	.0
150.	.5	.3	.3	.0
160.	.7	.3	.4	.0
170.	.7	.3	.4	.1
180.	.5	.6	.3	.3
190.	.5	.9	.2	.4
200.	.3	.7	.1	.5
210.	.2	.5	.0	.3
220.	.2	.5	.0	.3
230.	.2	.4	.0	.2
240.	.2	.5	.0	.3
250.	.3	.5	.0	.3
260.	.3	.6	.1	.4
270.	.2	.5	.2	.6
280.	.1	.3	.3	.7
290.	.0	.2	.3	.5
300.	.0	.2	.3	.5
310.	.0	.2	.3	.4
320.	.0	.2	.3	.5
330.	.0	.3	.3	.5
340.	.1	.4	.4	.6
350.	.1	.4	.5	.6
360.	.3	.2	.6	.5
MAX	.7	.9	.7	.7
DEGR.	90	190	10	280

THE HIGHEST CONCENTRATION OF .90 PPM OCCURRED AT RECEPTOR REC2 .

RUN: Hazeltine Ventura Existing

DATE : 2/28/ 8
TIME : 18:27:16

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. Link_2	500.0	500.0	500.0	1000.0	500.	360.	AG	219.	5.3	.0	68.0		
2. Link_4	482.0	1000.0	482.0	500.0	500.	180.	AG	835.	5.3	.0	68.0		
3. Link_6	482.0	524.0	482.0	617.8	94.	360.	AG	30.	100.0	.0	36.0	.87	4.8
4. Link_7	.0	482.0	500.0	482.0	500.	90.	AG	1197.	5.3	.0	80.0		
5. Link_8	500.0	482.0	1000.0	482.0	500.	90.	AG	1423.	5.3	.0	68.0		
6. Link_9	464.0	482.0	435.6	482.0	28.	270.	AG	9.	100.0	.0	36.0	.36	1.4
7. Link_10	1000.0	512.0	500.0	512.0	500.	270.	AG	1479.	5.3	.0	68.0		
8. Link_11	500.0	512.0	.0	512.0	500.	270.	AG	1869.	5.3	.0	68.0		
9. Link_12	500.0	512.0	556.6	512.0	57.	90.	AG	7.	100.0	.0	24.0	.68	2.9

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. Link_6	60	43	3.0	835	1600	5.22	3	3
6. Link_9	60	13	3.0	1197	1600	5.22	3	3
9. Link_12	60	14	3.0	1479	1600	5.22	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	454.0	534.0	6.0
2. ne 10 ft	510.0	534.0	6.0
3. sw 10 ft	454.0	454.0	6.0
4. se 10 ft	510.0	454.0	6.0

JOB: C:\Documents and Settings\msullivan\Desk RUN: Hazeltine Ventura Existing

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.4	.4	.6	.7
10.	.6	.2	.9	.4
20.	.5	.0	.8	.4
30.	.3	.0	.6	.4
40.	.4	.0	.5	.5
50.	.4	.1	.6	.6
60.	.3	.1	.5	.7
70.	.3	.1	.7	.8
80.	.6	.3	1.0	.9
90.	1.0	.8	.6	.6
100.	1.3	1.1	.2	.2
110.	1.0	.9	.1	.1
120.	.9	.7	.0	.0
130.	.8	.6	.0	.0
140.	.6	.5	.0	.0
150.	.5	.5	.0	.0
160.	.6	.4	.0	.0
170.	.6	.5	.0	.0
180.	.6	.5	.0	.0
190.	.6	.6	.0	.0
200.	.5	.5	.0	.0
210.	.5	.5	.0	.0
220.	.5	.6	.0	.0
230.	.6	.7	.0	.0
240.	.8	.8	.0	.0
250.	.9	1.0	.1	.1
260.	1.1	1.4	.2	.2
270.	.9	1.1	.5	.5
280.	.4	.5	.9	1.0
290.	.2	.3	.8	.8
300.	.1	.3	.7	.7
310.	.1	.3	.5	.6
320.	.1	.3	.5	.7
330.	.1	.3	.5	.5
340.	.1	.5	.4	.7
350.	.2	.6	.4	.9
360.	.4	.4	.6	.7
MAX	1.3	1.4	1.0	1.0
DEGR.	100	260	80	280

THE HIGHEST CONCENTRATION OF 1.40 PPM OCCURRED AT RECEPTOR REC2 .

JOB: HAVE NP RUN: Hazeltine Ventura No Project

DATE : 2/28/ 8
TIME : 13:18:18

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. Link_2	500.0	500.0	500.0	1000.0	500.	360.	AG	265.	3.5	.0	68.0		
2. Link_4	482.0	1000.0	482.0	500.0	500.	180.	AG	941.	3.5	.0	68.0		
3. Link_6	482.0	524.0	482.0	885.7	362.	360.	AG	33.	100.0	.0	36.0	1.07	18.4
4. Link_7	.0	482.0	500.0	482.0	500.	90.	AG	1494.	3.5	.0	80.0		
5. Link_8	500.0	482.0	1000.0	482.0	500.	90.	AG	1721.	3.5	.0	68.0		
6. Link_9	464.0	482.0	428.6	482.0	35.	270.	AG	10.	100.0	.0	36.0	.45	1.8
7. Link_10	1000.0	512.0	500.0	512.0	500.	270.	AG	1721.	3.5	.0	68.0		
8. Link_11	500.0	512.0	.0	512.0	500.	270.	AG	2170.	3.5	.0	80.0		
9. Link_12	500.0	512.0	561.1	512.0	61.	90.	AG	6.	100.0	.0	24.0	.77	3.1

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. Link_6	60	44	3.0	941	1600	5.54	3	3
6. Link_9	60	13	3.0	1494	1600	5.54	3	3
9. Link_12	60	13	3.0	1721	1600	5.54	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW 10 ft	454.0	534.0	6.0
2. NE 10 ft	510.0	534.0	6.0
3. SW 10 ft	454.0	454.0	6.0
4. SE 10 ft	510.0	454.0	6.0

RUN: Hazeltine Ventura No Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.4	.4	.6	.7
10.	.7	.2	.8	.3
20.	.4	.0	.5	.3
30.	.4	.0	.4	.4
40.	.3	.0	.4	.4
50.	.3	.0	.4	.5
60.	.3	.0	.4	.5
70.	.3	.1	.6	.7
80.	.4	.2	.8	.8
90.	.9	.6	.5	.5
100.	1.1	.8	.2	.1
110.	.9	.7	.1	.1
120.	.7	.5	.0	.0
130.	.6	.4	.0	.0
140.	.5	.4	.0	.0
150.	.4	.4	.0	.0
160.	.4	.4	.0	.0
170.	.4	.4	.0	.0
180.	.4	.4	.0	.0
190.	.3	.5	.0	.0
200.	.3	.4	.0	.0
210.	.3	.4	.0	.0
220.	.4	.5	.0	.0
230.	.5	.6	.0	.0
240.	.6	.7	.0	.0
250.	.7	1.0	.1	.1
260.	.9	1.0	.2	.2
270.	.7	.9	.5	.5
280.	.3	.5	.7	.8
290.	.1	.3	.7	.7
300.	.1	.3	.5	.6
310.	.1	.2	.4	.5
320.	.1	.2	.4	.4
330.	.1	.4	.4	.5
340.	.1	.4	.4	.5
350.	.2	.6	.3	.9
360.	.4	.4	.6	.7
MAX DEGR.	1.1 100	1.0 250	.8 10	.9 350

THE HIGHEST CONCENTRATION OF 1.10 PPM OCCURRED AT RECEPTOR REC1 .

JOB: HAVE PA RUN: Hazeltine Ventura Project

DATE : 2/28/ 8
TIME : 13:24: 4

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. Link_2	500.0	500.0	500.0	1000.0	500.	360.	AG	267.	3.5	.0	68.0		
2. Link_4	482.0	1000.0	482.0	500.0	500.	180.	AG	942.	3.5	.0	68.0		
3. Link_5	482.0	524.0	482.0	896.0	372.	360.	AG	33.	100.0	.0	36.0	1.07	18.9
4. Link_3	.0	482.0	500.0	482.0	500.	90.	AG	1495.	3.5	.0	80.0		
5. Link_6	500.0	482.0	1000.0	482.0	500.	90.	AG	1721.	3.5	.0	68.0		
6. Link_7	464.0	482.0	428.6	482.0	35.	270.	AG	10.	100.0	.0	36.0	.45	1.8
7. Link_8	1000.0	512.0	500.0	512.0	500.	270.	AG	1722.	3.5	.0	68.0		
8. Link_9	500.0	512.0	.0	512.0	500.	270.	AG	2171.	3.5	.0	80.0		
9. Link_10	500.0	512.0	561.3	512.0	61.	90.	AG	6.	100.0	.0	24.0	.77	3.1

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. Link_5	60	44	3.0	942	1600	5.54	3	3
6. Link_7	60	13	3.0	1495	1600	5.54	3	3
9. Link_10	60	13	3.0	1722	1600	5.54	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW 10 ft	454.0	534.0	6.0
2. NE 10 ft	510.0	534.0	6.0
3. SW 10 ft	454.0	454.0	6.0
4. SE 10 ft	510.0	454.0	6.0

JOB: C:\Documents and Settings\msullivan\Desk RUN: Hazeltine Ventura Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.4	.4	.6	.7
10.	.7	.2	.8	.3
20.	.4	.0	.5	.3
30.	.4	.0	.4	.4
40.	.3	.0	.4	.4
50.	.3	.0	.4	.5
60.	.3	.0	.4	.5
70.	.3	.1	.6	.7
80.	.4	.2	.8	.8
90.	.9	.6	.5	.5
100.	1.1	.8	.2	.1
110.	.9	.7	.1	.1
120.	.7	.5	.0	.0
130.	.6	.4	.0	.0
140.	.5	.4	.0	.0
150.	.4	.4	.0	.0
160.	.4	.4	.0	.0
170.	.4	.4	.0	.0
180.	.4	.4	.0	.0
190.	.3	.5	.0	.0
200.	.3	.4	.0	.0
210.	.3	.4	.0	.0
220.	.4	.5	.0	.0
230.	.5	.6	.0	.0
240.	.6	.7	.0	.0
250.	.7	1.0	.1	.1
260.	.9	1.0	.2	.2
270.	.7	.9	.5	.5
280.	.3	.5	.7	.8
290.	.1	.3	.7	.7
300.	.1	.3	.5	.6
310.	.1	.2	.4	.5
320.	.1	.2	.4	.4
330.	.1	.4	.4	.5
340.	.1	.4	.4	.5
350.	.2	.6	.3	.9
360.	.4	.4	.6	.7
MAX	1.1	1.0	.8	.9
DEGR.	100	250	10	350

THE HIGHEST CONCENTRATION OF 1.10 PPM OCCURRED AT RECEPTOR REC1 .

JOB: RIVA EX RUN: CAL3QHC RUN

DATE : 2/28/ 8
TIME : 14:57:56

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	518.0	.0	518.0	500.0	500.	360. AG	2156.	5.6	6.0	56.0		
2. nbd	518.0	500.0	518.0	1000.0	500.	360. AG	1826.	5.6	6.0	56.0		
3. sba	476.0	1000.0	476.0	500.0	500.	180. AG	1647.	5.6	6.0	68.0		
4. sbd	476.0	500.0	476.0	.0	500.	180. AG	1906.	5.6	6.0	56.0		
5. wba	1000.0	518.0	500.0	518.0	500.	270. AG	709.	5.6	6.0	56.0		
6. ebd	500.0	500.0	1000.0	500.0	500.	90. AG	780.	5.6	6.0	32.0		
7. nbq	518.0	500.0	518.0	464.7	35.	180. AG	7.	100.0	6.0	36.0	.59	1.8
8. sbq	476.0	536.0	476.0	556.2	20.	360. AG	9.	100.0	6.0	48.0	.34	1.0
9. wbq	536.0	518.0	1174.8	518.0	639.	90. AG	36.	100.0	6.0	36.0	1.27	32.5

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
7. nbq	60	9	3.0	2156	1600	5.52	3	3
8. sbq	60	9	3.0	1647	1600	5.52	3	3
9. wbq	60	48	3.0	709	1600	5.52	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	442.0	546.0	6.0
2. ne 10 ft	546.0	546.0	6.0
3. sw 10 ft	442.0	490.0	6.0
4. se 10 ft	546.0	490.0	6.0

JOB: RIVA RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.5	.7	.6	1.1
10.	1.0	.1	1.0	.4
20.	.9	.0	.9	.3
30.	.7	.0	.7	.3
40.	.6	.0	.6	.3
50.	.5	.0	.5	.5
60.	.5	.0	.6	.6
70.	.4	.0	.7	.7
80.	.4	.0	1.3	1.1
90.	1.0	.5	1.2	.9
100.	1.1	.8	.6	.2
110.	.9	.6	.6	.1
120.	.7	.6	.6	.0
130.	.7	.4	.6	.0
140.	.6	.3	.7	.0
150.	.9	.3	.9	.0
160.	1.1	.3	1.0	.0
170.	1.3	.4	1.1	.1
180.	.6	1.1	.5	.8
190.	.0	1.7	.0	1.3
200.	.0	1.3	.0	1.1
210.	.0	1.0	.0	.8
220.	.0	.9	.0	.7
230.	.0	.8	.0	.7
240.	.0	.6	.0	.6
250.	.0	.6	.0	.6
260.	.0	.6	.0	.6
270.	.0	.5	.0	.7
280.	.0	.5	.0	.9
290.	.0	.5	.0	.8
300.	.0	.5	.0	.8
310.	.0	.5	.0	.9
320.	.0	.7	.0	.9
330.	.0	.8	.0	1.0
340.	.0	.9	.0	1.3
350.	.1	1.2	.1	1.5
360.	.5	.7	.6	1.1
MAX	1.3	1.7	1.3	1.5
DEGR.	170	190	80	350

THE HIGHEST CONCENTRATION OF 1.70 PPM OCCURRED AT RECEPTOR REC2 .

JOB: RIVA NP RUN: CAL3QHC RUN

DATE : 2/28/ 8
TIME : 15: 6:24

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	518.0	.0	518.0	500.0	500.	360. AG	2466.	3.5	6.0	56.0		
2. nbd	518.0	500.0	518.0	1000.0	500.	360. AG	2086.	3.5	6.0	56.0		
3. sba	476.0	1000.0	476.0	500.0	500.	180. AG	1903.	3.5	6.0	68.0		
4. sbd	476.0	500.0	476.0	.0	500.	180. AG	2208.	3.5	6.0	56.0		
5. wba	1000.0	518.0	500.0	518.0	500.	270. AG	816.	3.5	6.0	56.0		
6. ebd	500.0	500.0	1000.0	500.0	500.	90. AG	891.	3.5	6.0	32.0		
7. nbq	518.0	500.0	518.0	459.5	40.	180. AG	7.	100.0	6.0	36.0	.67	2.1
8. sbq	476.0	536.0	476.0	559.4	23.	360. AG	9.	100.0	6.0	48.0	.39	1.2
9. wbq	536.0	518.0	1551.5	518.0	1016.	90. AG	36.	100.0	6.0	36.0	1.46	51.6

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
7. nbq	60	9	3.0	2466	1600	5.54	3	3
8. sbq	60	9	3.0	1903	1600	5.54	3	3
9. wbq	60	48	3.0	816	1600	5.54	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	442.0	546.0	6.0
2. ne 10 ft	546.0	546.0	6.0
3. sw 10 ft	442.0	490.0	6.0
4. se 10 ft	546.0	490.0	6.0

JOB: RIVA RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.3	.4	.3	.8
10.	.7	.1	.7	.4
20.	.7	.0	.7	.3
30.	.5	.0	.5	.3
40.	.4	.0	.4	.3
50.	.4	.0	.4	.3
60.	.4	.0	.4	.5
70.	.4	.0	.6	.6
80.	.3	.0	1.1	.8
90.	.8	.4	.8	.8
100.	.9	.6	.5	.2
110.	.6	.5	.4	.1
120.	.5	.4	.4	.0
130.	.3	.3	.4	.0
140.	.5	.3	.5	.0
150.	.6	.3	.6	.0
160.	.7	.3	.7	.0
170.	.9	.4	.8	.1
180.	.5	.9	.3	.5
190.	.0	1.3	.0	1.0
200.	.0	1.0	.0	.8
210.	.0	.8	.0	.6
220.	.0	.7	.0	.5
230.	.0	.5	.0	.5
240.	.0	.5	.0	.4
250.	.0	.4	.0	.4
260.	.0	.4	.0	.5
270.	.0	.3	.0	.4
280.	.0	.3	.0	.6
290.	.0	.3	.0	.6
300.	.0	.4	.0	.6
310.	.0	.4	.0	.7
320.	.0	.5	.0	.7
330.	.0	.5	.0	.8
340.	.0	.7	.0	1.0
350.	.1	.8	.1	1.1
360.	.3	.4	.3	.8
MAX	.9	1.3	1.1	1.1
DEGR.	100	190	80	350

THE HIGHEST CONCENTRATION OF 1.30 PPM OCCURRED AT RECEPTOR REC2 .

JOB: RIVA PA RUN: CAL3QHC RUN

DATE : 2/28/ 8
TIME : 17:46:21

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	518.0	.0	518.0	500.0	500.	360. AG	2484.	3.5	6.0	56.0		
2. nbd	518.0	500.0	518.0	1000.0	500.	360. AG	2131.	3.5	6.0	56.0		
3. sba	476.0	1000.0	476.0	500.0	500.	180. AG	1918.	3.5	6.0	68.0		
4. sbd	476.0	500.0	476.0	.0	500.	180. AG	2233.	3.5	6.0	56.0		
5. wba	1000.0	518.0	500.0	518.0	500.	270. AG	886.	3.5	6.0	56.0		
6. ebd	500.0	500.0	1000.0	500.0	500.	90. AG	924.	3.5	6.0	32.0		
7. nbq	518.0	500.0	518.0	454.7	45.	180. AG	7.	100.0	6.0	36.0	.69	2.3
8. sbq	476.0	536.0	476.0	562.2	26.	360. AG	10.	100.0	6.0	48.0	.40	1.3
9. wbq	536.0	518.0	1517.9	518.0	982.	90. AG	35.	100.0	6.0	36.0	1.38	49.9

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
7. nbq	60	10	3.0	2484	1600	5.54	3	3
8. sbq	60	10	3.0	1918	1600	5.54	3	3
9. wbq	60	47	3.0	886	1600	5.54	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	442.0	546.0	6.0
2. ne 10 ft	546.0	546.0	6.0
3. sw 10 ft	442.0	490.0	6.0
4. se 10 ft	546.0	490.0	6.0

JOB: RIVA RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.3	.4	.3	.8
10.	.7	.1	.7	.4
20.	.7	.0	.7	.3
30.	.5	.0	.5	.3
40.	.4	.0	.4	.3
50.	.4	.0	.4	.3
60.	.4	.0	.5	.5
70.	.4	.0	.6	.6
80.	.4	.0	1.1	1.0
90.	.9	.4	1.1	.8
100.	1.0	.7	.5	.2
110.	.6	.5	.4	.1
120.	.6	.4	.4	.0
130.	.3	.3	.4	.0
140.	.5	.3	.5	.0
150.	.6	.3	.6	.0
160.	.7	.3	.7	.0
170.	.9	.4	.8	.1
180.	.5	.9	.3	.5
190.	.0	1.3	.0	1.0
200.	.0	1.0	.0	.8
210.	.0	.8	.0	.6
220.	.0	.7	.0	.5
230.	.0	.5	.0	.5
240.	.0	.5	.0	.5
250.	.0	.4	.0	.5
260.	.0	.4	.0	.5
270.	.0	.3	.0	.5
280.	.0	.3	.0	.7
290.	.0	.3	.0	.6
300.	.0	.4	.0	.7
310.	.0	.5	.0	.7
320.	.0	.5	.0	.7
330.	.0	.5	.0	.8
340.	.0	.8	.0	1.0
350.	.1	.8	.1	1.1
360.	.3	.4	.3	.8
MAX	1.0	1.3	1.1	1.1
DEGR.	100	190	80	350

THE HIGHEST CONCENTRATION OF 1.30 PPM OCCURRED AT RECEPTOR REC2 .

JOB: WORI EX RUN: CAL3QHC RUN

DATE : 2/28/ 8
TIME : 15:32:28

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	530.0	.0	530.0	500.0	500.	360.	AG	1456.	5.6	6.0	80.0		
2. nbd	530.0	500.0	530.0	1000.0	500.	360.	AG	1384.	5.6	6.0	44.0		
3. sba	476.0	1000.0	476.0	500.0	500.	180.	AG	1161.	5.6	6.0	68.0		
4. sbd	476.0	500.0	476.0	.0	500.	180.	AG	1319.	5.6	6.0	44.0		
5. eba	.0	476.0	500.0	476.0	500.	90.	AG	1386.	5.6	6.0	68.0		
6. ebd	500.0	476.0	1000.0	476.0	500.	90.	AG	1263.	5.6	6.0	44.0		
7. wba	1000.0	524.0	500.0	524.0	500.	270.	AG	1400.	5.6	6.0	68.0		
8. wbd	500.0	524.0	.0	524.0	500.	270.	AG	1437.	5.6	6.0	68.0		
9. nbq	530.0	452.0	530.0	407.4	45.	180.	AG	35.	100.0	6.0	60.0	.40	2.3
10. sbq	476.0	548.0	476.0	594.0	46.	360.	AG	29.	100.0	6.0	48.0	.42	2.3
11. ebq	452.0	476.0	446.3	476.0	6.	270.	AG	3.	100.0	6.0	48.0	.48	.3
12. wbq	560.0	524.0	565.7	524.0	6.	90.	AG	3.	100.0	6.0	48.0	.49	.3

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	28	3.0	1456	1600	5.52	3	3
10. sbq	60	29	3.0	1161	1600	5.52	3	3
11. ebq	60	3	28.0	1386	1600	5.52	3	3
12. wbq	60	3	28.0	1400	1600	5.52	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	442.0	558.0	6.0
2. ne 10 ft	570.0	558.0	6.0
3. sw 10 ft	442.0	442.0	6.0
4. se 10 ft	570.0	442.0	6.0

JOB: WORI RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.3	.2	.7	.7
10.	.6	.0	1.0	.4
20.	.6	.0	1.0	.4
30.	.5	.0	.9	.4
40.	.4	.0	.9	.4
50.	.5	.0	.9	.5
60.	.4	.0	.9	.5
70.	.5	.0	1.2	.7
80.	.4	.1	1.2	.6
90.	.8	.4	.8	.2
100.	1.3	.7	.5	.0
110.	1.0	.6	.4	.0
120.	1.0	.5	.4	.0
130.	.8	.5	.4	.0
140.	.9	.4	.5	.0
150.	.9	.3	.5	.0
160.	1.1	.3	.7	.0
170.	1.2	.3	.7	.1
180.	.8	.6	.2	.3
190.	.4	1.0	.0	.6
200.	.4	.9	.0	.6
210.	.4	.8	.0	.5
220.	.5	.9	.0	.5
230.	.5	.6	.0	.5
240.	.5	.9	.0	.4
250.	.8	1.1	.0	.4
260.	.8	1.2	.1	.4
270.	.4	.7	.4	.7
280.	.1	.3	.8	1.0
290.	.0	.3	.7	.9
300.	.0	.3	.5	.9
310.	.0	.3	.5	.8
320.	.0	.5	.4	.8
330.	.0	.5	.4	1.0
340.	.0	.6	.4	1.1
350.	.1	.5	.4	1.2
360.	.3	.2	.7	.7
MAX	1.3	1.2	1.2	1.2
DEGR.	100	260	70	350

THE HIGHEST CONCENTRATION OF 1.30 PPM OCCURRED AT RECEPTOR REC1 .

JOB: WORI NP RUN: CAL3QHC RUN

DATE : 2/28/ 8
TIME : 15:43:25

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	530.0	.0	530.0	500.0	500.	360.	AG	1627.	3.5	6.0	80.0		
2. nbd	530.0	500.0	530.0	1000.0	500.	360.	AG	1546.	3.5	6.0	44.0		
3. sba	476.0	1000.0	476.0	500.0	500.	180.	AG	1303.	3.5	6.0	68.0		
4. sbd	476.0	500.0	476.0	.0	500.	180.	AG	1430.	3.5	6.0	44.0		
5. eba	.0	476.0	500.0	476.0	500.	90.	AG	1518.	3.5	6.0	68.0		
6. ebd	500.0	476.0	1000.0	476.0	500.	90.	AG	1439.	3.5	6.0	44.0		
7. wba	1000.0	524.0	500.0	524.0	500.	270.	AG	1592.	3.5	6.0	68.0		
8. wbd	500.0	524.0	.0	524.0	500.	270.	AG	1625.	3.5	6.0	68.0		
9. nbq	530.0	452.0	530.0	402.2	50.	180.	AG	35.	100.0	6.0	60.0	.45	2.5
10. sbq	476.0	548.0	476.0	599.5	52.	360.	AG	29.	100.0	6.0	48.0	.47	2.6
11. ebq	452.0	476.0	445.8	476.0	6.	270.	AG	3.	100.0	6.0	48.0	.53	.3
12. wbq	560.0	524.0	566.5	524.0	7.	90.	AG	3.	100.0	6.0	48.0	.55	.3

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	28	3.0	1627	1600	5.54	3	3
10. sbq	60	29	3.0	1303	1600	5.54	3	3
11. ebq	60	3	28.0	1518	1600	5.54	3	3
12. wbq	60	3	28.0	1592	1600	5.54	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	442.0	558.0	6.0
2. ne 10 ft	570.0	558.0	6.0
3. sw 10 ft	442.0	442.0	6.0
4. se 10 ft	570.0	442.0	6.0

RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.2	.1	.4	.4
10.	.4	.0	.6	.2
20.	.5	.0	.7	.2
30.	.3	.0	.6	.2
40.	.4	.0	.6	.3
50.	.3	.0	.5	.3
60.	.3	.0	.6	.4
70.	.3	.0	.7	.5
80.	.3	.1	.8	.4
90.	.6	.3	.6	.1
100.	.8	.5	.3	.0
110.	.7	.5	.2	.0
120.	.5	.3	.2	.0
130.	.6	.3	.3	.0
140.	.5	.3	.3	.0
150.	.7	.3	.4	.0
160.	.8	.2	.5	.0
170.	.9	.2	.4	.0
180.	.6	.5	.1	.2
190.	.2	.6	.0	.5
200.	.3	.6	.0	.4
210.	.3	.6	.0	.3
220.	.3	.7	.0	.4
230.	.3	.6	.0	.4
240.	.4	.6	.0	.4
250.	.5	.7	.0	.3
260.	.5	.8	.0	.3
270.	.3	.5	.3	.6
280.	.1	.3	.5	.8
290.	.0	.2	.5	.7
300.	.0	.3	.4	.7
310.	.0	.3	.3	.5
320.	.0	.3	.3	.7
330.	.0	.3	.3	.5
340.	.0	.4	.2	.6
350.	.0	.4	.2	.7
360.	.2	.1	.4	.4
MAX DEGR.	.9 170	.8 260	.8 80	.8 280

THE HIGHEST CONCENTRATION OF .90 PPM OCCURRED AT RECEPTOR REC1 .

JOB: WORI PA RUN: CAL3QHC RUN

DATE : 2/28/ 8
TIME : 17:39:36

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. nba	530.0	.0	530.0	500.0	500.	360. AG	1698.	3.5	6.0	80.0		
2. nbd	530.0	500.0	530.0	1000.0	500.	360. AG	1546.	3.5	6.0	44.0		
3. sba	476.0	1000.0	476.0	500.0	500.	180. AG	1325.	3.5	6.0	68.0		
4. sbd	476.0	500.0	476.0	.0	500.	180. AG	1788.	3.5	6.0	44.0		
5. eba	.0	476.0	500.0	476.0	500.	90. AG	1902.	3.5	6.0	68.0		
6. ebd	500.0	476.0	1000.0	476.0	500.	90. AG	1475.	3.5	6.0	44.0		
7. wba	1000.0	524.0	500.0	524.0	500.	270. AG	1638.	3.5	6.0	68.0		
8. wbd	500.0	524.0	.0	524.0	500.	270. AG	1754.	3.5	6.0	68.0		
9. nbq	530.0	452.0	530.0	394.5	57.	180. AG	38.	100.0	6.0	60.0	.53	2.9
10. sbq	476.0	548.0	476.0	604.1	56.	360. AG	31.	100.0	6.0	48.0	.52	2.9
11. ebq	452.0	476.0	444.1	476.0	8.	270. AG	3.	100.0	6.0	48.0	.61	.4
12. wbq	560.0	524.0	566.7	524.0	7.	90. AG	3.	100.0	6.0	48.0	.53	.3

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. nbq	60	31	3.0	1698	1600	5.54	3	3
10. sbq	60	31	3.0	1325	1600	5.54	3	3
11. ebq	60	3	26.0	1902	1600	5.54	3	3
12. wbq	60	3	26.0	1638	1600	5.54	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. nw 10 ft	442.0	558.0	6.0
2. ne 10 ft	570.0	558.0	6.0
3. sw 10 ft	442.0	442.0	6.0
4. se 10 ft	570.0	442.0	6.0

JOB: WORI RUN: CAL3QHC RUN

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.2	.1	.5	.4
10.	.4	.0	.7	.2
20.	.5	.0	.8	.2
30.	.4	.0	.6	.3
40.	.4	.0	.7	.3
50.	.3	.0	.6	.3
60.	.3	.0	.8	.4
70.	.3	.0	.8	.5
80.	.3	.1	.9	.4
90.	.6	.3	.7	.1
100.	.8	.5	.4	.0
110.	.7	.5	.4	.0
120.	.6	.3	.3	.0
130.	.6	.3	.3	.0
140.	.6	.3	.4	.0
150.	.7	.3	.5	.0
160.	.8	.3	.5	.0
170.	1.0	.3	.5	.0
180.	.6	.5	.2	.3
190.	.3	.7	.0	.5
200.	.3	.8	.0	.5
210.	.4	.7	.0	.5
220.	.4	.7	.0	.4
230.	.4	.6	.0	.4
240.	.5	.7	.0	.4
250.	.6	.7	.0	.4
260.	.7	.9	.1	.4
270.	.3	.6	.3	.7
280.	.1	.3	.6	1.0
290.	.0	.2	.6	.8
300.	.0	.3	.5	.8
310.	.0	.3	.4	.6
320.	.0	.3	.3	.7
330.	.0	.3	.3	.5
340.	.0	.4	.3	.7
350.	.0	.4	.3	.7
360.	.2	.1	.5	.4
MAX	1.0	.9	.9	1.0
DEGR.	170	260	80	280

THE HIGHEST CONCENTRATION OF 1.00 PPM OCCURRED AT RECEPTOR REC1 .

JOB: WORIwe EX RUN: Woodman Riverside we Existing

DATE : 8/13/ 7
TIME : 18:22:14

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. Link_1	530.0	.0	530.0	500.0	500.	360.	AG	1367.	5.3	.0	****		
2. Link_2	530.0	500.0	530.0	1000.0	500.	360.	AG	1005.	5.3	.0	92.0		
3. Link_3	530.0	452.0	530.0	411.7	40.	180.	AG	32.	100.0	.0	60.0	.37	2.0
4. Link_4	476.0	1000.0	476.0	500.0	500.	180.	AG	1141.	5.3	.0	****		
5. Link_5	476.0	500.0	476.0	.0	500.	180.	AG	1465.	5.3	.0	****		
6. Link_6	476.0	548.0	476.0	590.1	42.	360.	AG	25.	100.0	.0	48.0	.38	2.1
7. Link_7	.0	476.0	500.0	476.0	500.	90.	AG	1339.	5.3	.0	92.0		
8. Link_8	500.0	476.0	1000.0	476.0	500.	90.	AG	1061.	5.3	.0	92.0		
9. Link_9	452.0	476.0	397.2	476.0	55.	270.	AG	28.	100.0	.0	48.0	.50	2.8
10. Link_10	1000.0	524.0	500.0	524.0	500.	270.	AG	959.	5.3	.0	92.0		
11. Link_11	500.0	524.0	.0	524.0	500.	270.	AG	1275.	5.3	.0	92.0		
12. Link_12	560.0	524.0	599.2	524.0	39.	90.	AG	28.	100.0	.0	48.0	.36	2.0

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. Link_3	60	27	3.0	1367	1600	5.22	3	3
6. Link_6	60	27	3.0	1141	1600	5.22	3	3
9. Link_9	60	30	3.0	1339	1600	5.22	3	3
12. Link_12	60	30	3.0	959	1600	5.22	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW 10 ft	442.0	558.0	6.0
2. NE 10 ft	570.0	558.0	6.0
3. SW 10 ft	442.0	442.0	6.0
4. SE 10 ft	570.0	442.0	6.0

RUN: Woodman Riverside we Existing

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.3	.3	.8	.5
10.	.4	.1	1.0	.4
20.	.5	.0	.9	.4
30.	.4	.0	.8	.3
40.	.3	.0	.8	.3
50.	.4	.0	.8	.3
60.	.4	.0	.7	.4
70.	.4	.1	.9	.5
80.	.5	.1	1.0	.5
90.	.6	.3	.9	.3
100.	.9	.4	.6	.1
110.	.7	.5	.5	.1
120.	.8	.4	.4	.0
130.	.7	.4	.4	.0
140.	.8	.4	.5	.0
150.	.8	.3	.5	.0
160.	.9	.3	.6	.1
170.	1.1	.5	.7	.2
180.	.9	.7	.4	.4
190.	.6	1.0	.2	.7
200.	.6	.8	.1	.6
210.	.5	.7	.1	.5
220.	.4	.7	.0	.4
230.	.4	.8	.0	.4
240.	.5	.7	.1	.5
250.	.6	.8	.2	.6
260.	.7	.8	.2	.7
270.	.4	.7	.5	.9
280.	.2	.4	.7	1.2
290.	.2	.2	.6	.8
300.	.0	.3	.6	.9
310.	.0	.3	.6	.8
320.	.0	.4	.5	.8
330.	.0	.4	.6	.8
340.	.1	.5	.5	.8
350.	.2	.5	.6	.8
360.	.3	.3	.8	.5
MAX DEGR.	1.1 170	1.0 190	1.0 10	1.2 280

THE HIGHEST CONCENTRATION OF 1.20 PPM OCCURRED AT RECEPTOR REC4 .

JOB: WORIwe NP RUN: Woodman Riverside we No Project

DATE : 2/28/ 8
TIME : 14: 4:29

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. Link_1	530.0	.0	530.0	500.0	500.	360.	AG	1553.	3.5	.0	****		
2. Link_2	530.0	500.0	530.0	1000.0	500.	360.	AG	1144.	3.5	.0	92.0		
3. Link_3	530.0	452.0	530.0	448.3	4.	180.	AG	401.	100.0	.0	****	.03	.2
4. Link_4	.0	476.0	500.0	476.0	500.	90.	AG	1542.	3.5	.0	92.0		
5. Link_5	500.0	476.0	1000.0	476.0	500.	90.	AG	1253.	3.5	.0	92.0		
6. Link_6	452.0	476.0	388.8	476.0	63.	270.	AG	30.	100.0	.0	48.0	.58	3.2
7. Link_7	476.0	1000.0	476.0	500.0	500.	180.	AG	1296.	3.5	.0	****		
8. Link_8	476.0	500.0	476.0	.0	500.	180.	AG	1673.	3.5	.0	****		
9. Link_9	476.0	548.0	476.0	595.8	48.	360.	AG	27.	100.0	.0	48.0	.43	2.4
10. Link_10	1000.0	524.0	500.0	524.0	500.	270.	AG	1141.	3.5	.0	92.0		
11. Link_11	500.0	524.0	.0	524.0	500.	270.	AG	1462.	3.5	.0	92.0		
12. Link_12	560.0	524.0	606.8	524.0	47.	90.	AG	30.	100.0	.0	48.0	.43	2.4

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. Link_3	60	27	3.0	1553	1600	5.54	3	3
6. Link_6	60	30	3.0	1542	1600	5.54	3	3
9. Link_9	60	27	3.0	1296	1600	5.54	3	3
12. Link_12	60	30	3.0	1141	1600	5.54	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW 10 ft	442.0	558.0	6.0
2. NE 10 ft	570.0	558.0	6.0
3. SW 10 ft	442.0	442.0	6.0
4. SE 10 ft	570.0	442.0	6.0

RUN: Woodman Riverside we No Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.2	.2	.6	.6
10.	.4	.1	.7	.4
20.	.3	.0	.5	.2
30.	.3	.0	.5	.2
40.	.3	.0	.7	.2
50.	.3	.0	.6	.3
60.	.3	.0	.5	.3
70.	.4	.0	.5	.3
80.	.4	.1	.7	.4
90.	.6	.2	.6	.3
100.	.7	.4	.4	.1
110.	.6	.4	.4	.0
120.	.5	.3	.3	.0
130.	.5	.3	.3	.0
140.	.7	.3	.3	.0
150.	.6	.3	.5	.0
160.	.7	.3	.5	.0
170.	.8	.4	.5	.1
180.	.7	.6	.3	.3
190.	.5	.9	.2	.4
200.	.4	.7	.1	.5
210.	.3	.6	.0	.5
220.	.3	.6	.0	.5
230.	.4	.4	.0	.4
240.	.4	.6	.0	.4
250.	.5	.7	.1	.2
260.	.5	.8	.1	.4
270.	.3	.5	.3	.6
280.	.1	.4	.5	1.0
290.	.1	.2	.5	.8
300.	.0	.2	.5	.6
310.	.0	.2	.4	.6
320.	.0	.2	.4	.7
330.	.0	.3	.4	.6
340.	.1	.3	.5	.6
350.	.1	.4	.5	.7
360.	.2	.2	.6	.6
MAX	.8	.9	.7	1.0
DEGR.	170	190	10	280

THE HIGHEST CONCENTRATION OF 1.00 PPM OCCURRED AT RECEPTOR REC4 .

JOB: WORIwe PA RUN: Woodman Riverside we Project

DATE : 2/28/ 8
TIME : 13:59:22

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. Link_1	530.0	.0	530.0	500.0	500.	360. AG	1655.	3.5	.0	****		
2. Link_2	530.0	500.0	530.0	1000.0	500.	360. AG	1155.	3.5	.0	92.0		
3. Link_3	476.0	1000.0	476.0	500.0	500.	180. AG	1329.	3.5	.0	****		
4. Link_4	476.0	500.0	476.0	.0	500.	180. AG	1862.	3.5	.0	****		
5. Link_5	.0	476.0	500.0	476.0	500.	90. AG	1771.	3.5	.0	92.0		
6. Link_6	500.0	476.0	1000.0	476.0	500.	90. AG	1297.	3.5	.0	92.0		
7. Link_7	1000.0	524.0	500.0	524.0	500.	270. AG	1208.	3.5	.0	92.0		
8. Link_8	500.0	524.0	.0	524.0	500.	270. AG	1649.	3.5	.0	92.0		
9. Link_9	530.0	452.0	530.0	399.5	52.	180. AG	36.	100.0	.0	60.0	.48	2.7
10. Link_10	476.0	548.0	476.0	600.6	53.	360. AG	29.	100.0	.0	48.0	.48	2.7
11. Link_11	452.0	476.0	384.3	476.0	68.	270. AG	28.	100.0	.0	48.0	.61	3.4
12. Link_12	560.0	524.0	606.2	524.0	46.	90. AG	28.	100.0	.0	48.0	.42	2.3

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
9. Link_9	60	29	3.0	1655	1600	5.54	3	3
10. Link_10	60	29	3.0	1329	1600	5.54	3	3
11. Link_11	60	28	3.0	1771	1600	5.54	3	3
12. Link_12	60	28	3.0	1208	1600	5.54	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW 10 ft	442.0	558.0	6.0
2. NE 10 ft	570.0	558.0	6.0
3. SW 10 ft	442.0	442.0	6.0
4. SE 10 ft	570.0	442.0	6.0

RUN: Woodman Riverside we Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.3	.2	.7	.5
10.	.4	.1	.8	.4
20.	.3	.0	.6	.3
30.	.4	.0	.6	.2
40.	.4	.0	.8	.2
50.	.3	.0	.8	.3
60.	.3	.0	.7	.3
70.	.4	.0	.8	.3
80.	.5	.1	.7	.4
90.	.6	.3	.7	.3
100.	.7	.4	.6	.1
110.	.6	.4	.5	.0
120.	.6	.3	.3	.0
130.	.6	.4	.3	.0
140.	.7	.3	.4	.0
150.	.7	.3	.5	.0
160.	.8	.3	.5	.0
170.	.8	.4	.5	.1
180.	.6	.6	.4	.3
190.	.6	.9	.2	.5
200.	.5	.7	.1	.5
210.	.3	.6	.0	.4
220.	.4	.6	.0	.5
230.	.4	.5	.0	.5
240.	.4	.7	.1	.4
250.	.5	.7	.1	.4
260.	.6	.8	.2	.5
270.	.4	.6	.4	.7
280.	.1	.5	.5	.9
290.	.1	.2	.6	.8
300.	.0	.2	.6	.6
310.	.0	.2	.5	.6
320.	.0	.3	.4	.6
330.	.0	.3	.5	.5
340.	.1	.4	.5	.6
350.	.1	.4	.6	.6
360.	.3	.2	.7	.5
MAX	.8	.9	.8	.9
DEGR.	170	190	10	280

THE HIGHEST CONCENTRATION OF .90 PPM OCCURRED AT RECEPTOR REC2 .

JOB: WO10 EX RUN: Woodman 101 Westbound Ramp Existing

DATE : 2/28/ 8
TIME : 18:31:20

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. Link_1	524.0	.0	524.0	500.0	500.	360.	AG	1500.	5.3	.0	****		
2. Link_2	524.0	500.0	524.0	1000.0	500.	360.	AG	1549.	5.3	.0	****		
3. Link_3	524.0	500.0	524.0	475.4	25.	180.	AG	11.	100.0	.0	48.0	.33	1.3
4. Link_4	470.0	1000.0	470.0	500.0	500.	180.	AG	1403.	5.3	.0	****		
5. Link_5	470.0	500.0	470.0	.0	500.	180.	AG	1319.	5.3	.0	****		
6. Link_6	470.0	536.0	470.0	554.4	18.	360.	AG	14.	100.0	.0	60.0	.24	.9
7. Link_7	1000.0	518.0	500.0	518.0	500.	270.	AG	765.	5.3	.0	56.0		
8. Link_8	500.0	518.0	.0	518.0	500.	270.	AG	800.	5.3	.0	32.0		
9. Link_9	548.0	518.0	668.3	518.0	120.	90.	AG	32.	100.0	.0	36.0	.96	6.1

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. Link_3	60	12	3.0	1500	1600	5.22	3	3
6. Link_6	60	12	3.0	1403	1600	5.26	3	3
9. Link_9	60	45	3.0	765	1600	5.22	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW 10 ft	430.0	546.0	6.0
2. NE 10 ft	558.0	546.0	6.0
3. SW 10 ft	430.0	490.0	6.0
4. SE 10 ft	558.0	490.0	6.0

RUN: Woodman 101 Westbound Ramp Existing

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.4	.5	.5	.7
10.	.6	.2	.7	.4
20.	.7	.1	.7	.3
30.	.5	.1	.5	.2
40.	.4	.0	.7	.2
50.	.4	.0	.7	.3
60.	.4	.0	.7	.3
70.	.4	.1	.5	.4
80.	.4	.1	.7	.4
90.	.6	.3	.4	.3
100.	.7	.4	.4	.0
110.	.5	.4	.4	.0
120.	.7	.3	.4	.0
130.	.6	.3	.4	.0
140.	.6	.2	.4	.0
150.	.6	.3	.5	.1
160.	.7	.4	.6	.1
170.	.7	.5	.6	.3
180.	.5	.7	.4	.4
190.	.3	.9	.2	.7
200.	.2	.7	.1	.7
210.	.1	.7	.0	.5
220.	.2	.6	.0	.4
230.	.2	.5	.0	.4
240.	.2	.6	.0	.4
250.	.2	.6	.0	.3
260.	.3	.8	.0	.3
270.	.1	.7	.1	.6
280.	.0	.4	.3	.9
290.	.1	.4	.2	.6
300.	.0	.4	.2	.7
310.	.0	.4	.2	.6
320.	.0	.5	.2	.6
330.	.0	.6	.1	.7
340.	.1	.7	.2	.9
350.	.2	.7	.3	.9
360.	.4	.5	.5	.7
MAX DEGR.	.7 20	.9 190	.7 10	.9 280

THE HIGHEST CONCENTRATION OF .90 PPM OCCURRED AT RECEPTOR REC2 .

JOB: WO10 PA RUN: Woodman 101 Wesbound Ramp No Project

DATE : 2/28/ 8
TIME : 13:39:19

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. Link_1	524.0	.0	524.0	500.0	500.	360.	AG	1677.	3.5	.0	****		
2. Link_2	524.0	500.0	524.0	1000.0	500.	360.	AG	1730.	3.5	.0	****		
3. Link_3	524.0	500.0	524.0	472.5	27.	180.	AG	12.	100.0	.0	48.0	.37	1.4
4. Link_4	470.0	1000.0	470.0	500.0	500.	180.	AG	1570.	3.5	.0	****		
5. Link_5	470.0	500.0	470.0	.0	500.	180.	AG	1496.	3.5	.0	****		
6. Link_6	470.0	536.0	470.0	556.6	21.	360.	AG	15.	100.0	.0	60.0	.27	1.0
7. Link_7	1000.0	518.0	500.0	518.0	500.	270.	AG	859.	3.5	.0	56.0		
8. Link_8	500.0	518.0	.0	518.0	500.	270.	AG	880.	3.5	.0	32.0		
9. Link_9	548.0	518.0	901.1	518.0	353.	90.	AG	33.	100.0	.0	36.0	1.08	17.9

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. Link_3	60	12	3.0	1677	1600	5.54	3	3
6. Link_6	60	12	3.0	1570	1600	5.54	3	3
9. Link_9	60	45	3.0	859	1600	5.54	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW 10 ft	430.0	546.0	6.0
2. NE 10 ft	558.0	546.0	6.0
3. SW 10 ft	430.0	490.0	6.0
4. SE 10 ft	558.0	490.0	6.0

RUN: Woodman 101 Wesbound Ramp No Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.3	.3	.4	.5
10.	.4	.2	.6	.4
20.	.5	.1	.5	.3
30.	.4	.0	.5	.2
40.	.4	.0	.5	.2
50.	.3	.0	.3	.2
60.	.2	.0	.4	.3
70.	.2	.1	.5	.4
80.	.2	.1	.7	.5
90.	.4	.4	.4	.3
100.	.6	.5	.2	.0
110.	.4	.4	.2	.0
120.	.4	.3	.2	.0
130.	.4	.2	.2	.0
140.	.4	.3	.4	.0
150.	.5	.2	.4	.0
160.	.6	.3	.5	.1
170.	.7	.4	.4	.2
180.	.4	.6	.3	.3
190.	.3	.8	.1	.5
200.	.2	.7	.1	.5
210.	.1	.5	.0	.4
220.	.1	.4	.0	.3
230.	.1	.4	.0	.3
240.	.1	.6	.0	.3
250.	.2	.4	.0	.2
260.	.2	.5	.0	.2
270.	.1	.4	.1	.4
280.	.0	.2	.2	.6
290.	.0	.2	.2	.5
300.	.0	.3	.1	.5
310.	.0	.3	.1	.4
320.	.0	.4	.1	.4
330.	.0	.5	.1	.5
340.	.1	.5	.2	.7
350.	.1	.5	.2	.7
360.	.3	.3	.4	.5
MAX	.7	.8	.7	.7
DEGR.	170	190	80	340

THE HIGHEST CONCENTRATION OF .80 PPM OCCURRED AT RECEPTOR REC2 .

JOB: WO10 PA RUN: Woodman 101 Westbound Ramp Project

DATE : 2/28/ 8
TIME : 13:44:25

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. Link_1	524.0	.0	524.0	500.0	500.	360.	AG	1708.	3.5	.0	****		
2. Link_2	524.0	500.0	524.0	1000.0	500.	360.	AG	1794.	3.5	.0	****		
3. Link_3	524.0	500.0	524.0	472.0	28.	180.	AG	12.	100.0	.0	48.0	.37	1.4
4. Link_4	470.0	1000.0	470.0	500.0	500.	180.	AG	1670.	3.5	.0	****		
5. Link_5	470.0	500.0	470.0	.0	500.	180.	AG	1563.	3.5	.0	****		
6. Link_6	470.0	536.0	470.0	557.9	22.	360.	AG	15.	100.0	.0	60.0	.29	1.1
7. Link_7	1000.0	518.0	500.0	518.0	500.	270.	AG	892.	3.5	.0	56.0		
8. Link_8	500.0	518.0	.0	518.0	500.	270.	AG	913.	3.5	.0	32.0		
9. Link_9	548.0	518.0	1015.3	518.0	467.	90.	AG	33.	100.0	.0	36.0	1.12	23.7

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
3. Link_3	60	12	3.0	1708	1600	5.54	3	3
6. Link_6	60	12	3.0	1670	1600	5.54	3	3
9. Link_9	60	45	3.0	892	1600	5.54	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW 10 ft	430.0	546.0	6.0
2. NE 10 ft	558.0	546.0	6.0
3. SW 10 ft	430.0	490.0	6.0
4. SE 10 ft	558.0	490.0	6.0

RUN: Woodman 101 Westbound Ramp Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.3	.3	.4	.5
10.	.4	.2	.6	.4
20.	.5	.1	.6	.3
30.	.4	.0	.5	.2
40.	.4	.0	.5	.2
50.	.4	.0	.3	.2
60.	.3	.0	.4	.4
70.	.2	.1	.5	.4
80.	.2	.1	.7	.5
90.	.5	.4	.5	.3
100.	.6	.5	.2	.0
110.	.4	.4	.2	.0
120.	.5	.4	.2	.0
130.	.4	.2	.2	.0
140.	.4	.3	.4	.0
150.	.5	.3	.4	.0
160.	.6	.3	.5	.1
170.	.7	.4	.4	.2
180.	.4	.6	.3	.3
190.	.3	.8	.1	.5
200.	.2	.7	.1	.5
210.	.1	.5	.0	.4
220.	.1	.4	.0	.4
230.	.1	.4	.0	.3
240.	.1	.6	.0	.3
250.	.2	.4	.0	.3
260.	.2	.5	.0	.2
270.	.1	.4	.1	.4
280.	.0	.2	.2	.6
290.	.0	.3	.2	.5
300.	.0	.3	.1	.5
310.	.0	.3	.1	.4
320.	.0	.4	.1	.5
330.	.0	.5	.1	.5
340.	.1	.5	.2	.7
350.	.2	.5	.3	.8
360.	.3	.3	.4	.5
MAX	.7	.8	.7	.8
DEGR.	170	190	80	350

THE HIGHEST CONCENTRATION OF .80 PPM OCCURRED AT RECEPTOR REC2 .

JOB: WO10we EX RUN: Woodman 101 Westbound Ramp Existing

DATE : 8/13/ 7
TIME : 18:48:33

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. Link_1	524.0	.0	524.0	500.0	500.	360. AG	1407.	5.3	.0	****		
2. Link_2	524.0	500.0	524.0	1000.0	500.	360. AG	1266.	5.3	.0	****		
3. Link_3	470.0	1000.0	470.0	500.0	500.	180. AG	1555.	5.3	.0	****		
4. Link_4	470.0	500.0	470.0	.0	500.	180. AG	1380.	5.3	.0	****		
5. Link_5	1000.0	518.0	500.0	518.0	500.	270. AG	596.	5.3	.0	56.0		
6. Link_6	500.0	518.0	.0	518.0	500.	270. AG	912.	5.3	.0	32.0		
7. Link_7	524.0	500.0	524.0	480.8	19.	180. AG	9.	100.0	.0	48.0	.29	1.0
8. Link_8	470.0	536.0	470.0	553.0	17.	360. AG	12.	100.0	.0	60.0	.26	.9
9. Link_9	548.0	518.0	640.8	518.0	93.	90. AG	33.	100.0	.0	36.0	.93	4.7

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
7. Link_7	60	10	3.0	1407	1600	5.22	3	3
8. Link_8	60	10	3.0	1555	1600	5.22	3	3
9. Link_9	60	47	3.0	596	1600	5.22	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW 10 ft	430.0	546.0	6.0
2. NE 10 ft	558.0	546.0	6.0
3. SW 10 ft	430.0	490.0	6.0
4. SE 10 ft	558.0	490.0	6.0

RUN: Woodman 101 Westbound Ramp Existing

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	* CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.4	.4	.5	.7
10.	.6	.2	.8	.4
20.	.6	.1	.7	.3
30.	.5	.0	.7	.2
40.	.5	.0	.7	.2
50.	.4	.0	.7	.2
60.	.3	.0	.6	.3
70.	.3	.1	.5	.3
80.	.3	.1	.6	.4
90.	.5	.3	.5	.3
100.	.6	.4	.3	.0
110.	.5	.3	.3	.0
120.	.6	.3	.4	.0
130.	.6	.2	.4	.0
140.	.7	.3	.4	.0
150.	.7	.3	.5	.1
160.	.7	.4	.7	.1
170.	.8	.5	.6	.2
180.	.5	.7	.4	.4
190.	.3	.9	.2	.6
200.	.2	.8	.1	.7
210.	.3	.6	.0	.5
220.	.2	.5	.0	.4
230.	.2	.6	.0	.4
240.	.2	.6	.0	.4
250.	.3	.5	.0	.3
260.	.3	.7	.0	.3
270.	.2	.6	.2	.6
280.	.0	.4	.3	.8
290.	.1	.4	.3	.6
300.	.0	.4	.2	.6
310.	.0	.4	.2	.5
320.	.0	.4	.2	.6
330.	.0	.6	.2	.6
340.	.1	.6	.2	.9
350.	.2	.6	.3	.8
360.	.4	.4	.5	.7
MAX	.8	.9	.8	.9
DEGR.	170	190	10	340

THE HIGHEST CONCENTRATION OF .90 PPM OCCURRED AT RECEPTOR REC4 .

JOB: WO10we NP RUN: Woodman 101 Westbound Ramp we No Project

DATE : 2/28/ 8
TIME : 14:23:39

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG TYPE (DEG)	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. Link_1	524.0	.0	524.0	500.0	500.	360. AG	1598.	3.5	.0	****		
2. Link_2	524.0	500.0	524.0	1000.0	500.	360. AG	1443.	3.5	.0	****		
3. Link_3	470.0	1000.0	470.0	500.0	500.	180. AG	1772.	3.5	.0	****		
4. Link_4	470.0	500.0	470.0	.0	500.	180. AG	1607.	3.5	.0	****		
5. Link_5	1000.0	518.0	500.0	518.0	500.	270. AG	690.	3.5	.0	56.0		
6. Link_6	500.0	518.0	.0	518.0	500.	270. AG	1010.	3.5	.0	32.0		
7. Link_7	524.0	500.0	524.0	478.2	22.	180. AG	10.	100.0	.0	48.0	.33	1.1
8. Link_8	470.0	536.0	470.0	555.4	19.	360. AG	12.	100.0	.0	60.0	.30	1.0
9. Link_9	548.0	518.0	244.4	518.0	304.	270. AG	35.	100.0	.0	36.0	1.08	15.4

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
7. Link_7	60	10	3.0	1598	1600	5.54	3	3
8. Link_8	60	10	3.0	1772	1600	5.54	3	3
9. Link_9	60	47	3.0	690	1600	5.54	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW 10 ft	430.0	546.0	6.0
2. NE 10 ft	558.0	546.0	6.0
3. SW 10 ft	430.0	490.0	6.0
4. SE 1- ft	558.0	490.0	6.0

RUN: Woodman 101 Westbound Ramp we No Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to
the maximum concentration, only the first
angle, of the angles with same maximum
concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.3	.3	.5	.4
10.	.5	.2	.7	.3
20.	.5	.1	.7	.2
30.	.5	.0	.6	.1
40.	.3	.0	.5	.1
50.	.3	.0	.5	.1
60.	.3	.0	.6	.1
70.	.3	.0	.7	.2
80.	.2	.0	.5	.2
90.	.3	.1	.3	.1
100.	.4	.2	.2	.0
110.	.6	.2	.2	.0
120.	.6	.1	.2	.0
130.	.5	.1	.3	.0
140.	.5	.1	.3	.0
150.	.6	.1	.4	.0
160.	.7	.2	.5	.1
170.	.8	.3	.4	.2
180.	.5	.5	.3	.3
190.	.4	.7	.1	.5
200.	.3	.7	.1	.5
210.	.2	.6	.0	.4
220.	.2	.5	.0	.4
230.	.2	.5	.0	.2
240.	.4	.7	.0	.2
250.	.4	.6	.0	.2
260.	.4	.7	.0	.2
270.	.2	.4	.2	.4
280.	.0	.2	.4	.7
290.	.0	.2	.4	.7
300.	.0	.2	.4	.7
310.	.0	.3	.2	.5
320.	.0	.4	.2	.5
330.	.0	.4	.2	.6
340.	.1	.4	.3	.6
350.	.2	.5	.4	.6
360.	.3	.3	.5	.4
MAX	.8	.7	.7	.7
DEGR.	170	190	10	280

THE HIGHEST CONCENTRATION OF .80 PPM OCCURRED AT RECEPTOR REC1 .

JOB: WO10we PA RUN: Woodman 101 Westbound Ramp Project

DATE : 8/13/ 7
TIME : 19: 3:47

The MODE flag has been set to C for calculating CO averages.

SITE & METEOROLOGICAL VARIABLES

VS = .0 CM/S VD = .0 CM/S Z0 = 100. CM
U = 1.0 M/S CLAS = 6 (F) ATIM = 60. MINUTES MIXH = 1000. M AMB = .0 PPM

LINK VARIABLES

LINK DESCRIPTION	LINK COORDINATES (FT) X1	Y1	X2	Y2	LENGTH (FT)	BRG (DEG)	TYPE	VPH	EF (G/MI)	H (FT)	W (FT)	V/C	QUEUE (VEH)
1. Link_1	524.0	.0	524.0	500.0	500.	360.	AG	1585.	4.0	.0	****		
2. Link_2	524.0	500.0	524.0	1000.0	500.	360.	AG	1484.	4.0	.0	****		
3. Link_3	470.0	1000.0	470.0	500.0	500.	180.	AG	1834.	4.0	.0	****		
4. Link_4	470.0	500.0	470.0	.0	500.	180.	AG	1634.	4.0	.0	****		
5. Link_5	1000.0	518.0	500.0	518.0	500.	270.	AG	714.	4.0	.0	56.0		
6. Link_6	500.0	518.0	.0	518.0	500.	270.	AG	1015.	4.0	.0	32.0		
7. Link_7	524.0	500.0	524.0	478.3	22.	180.	AG	9.	100.0	.0	48.0	.33	1.1
8. Link_8	470.0	536.0	470.0	556.0	20.	360.	AG	12.	100.0	.0	60.0	.31	1.0
9. Link_9	548.0	518.0	935.1	518.0	387.	90.	AG	33.	100.0	.0	36.0	1.12	19.7

ADDITIONAL QUEUE LINK PARAMETERS

LINK DESCRIPTION	CYCLE LENGTH (SEC)	RED TIME (SEC)	CLEARANCE LOST TIME (SEC)	APPROACH VOL (VPH)	SATURATION FLOW RATE (VPH)	IDLE EM FAC (gm/hr)	SIGNAL TYPE	ARRIVAL RATE
7. Link_7	60	10	3.0	1585	1600	5.27	3	3
8. Link_8	60	10	3.0	1834	1600	5.27	3	3
9. Link_9	60	47	3.0	714	1600	5.27	3	3

RECEPTOR LOCATIONS

RECEPTOR	COORDINATES (FT) X	Y	Z
1. NW 10 ft	430.0	546.0	6.0
2. NE 10 ft	558.0	546.0	6.0
3. SW 10 ft	430.0	490.0	6.0
4. SE 10 ft	558.0	490.0	6.0

RUN: Woodman 101 Westbound Ramp Project

MODEL RESULTS

REMARKS : In search of the angle corresponding to the maximum concentration, only the first angle, of the angles with same maximum concentrations, is indicated as maximum.

WIND ANGLE RANGE: 0.-360.

WIND ANGLE (DEGR)	CONCENTRATION (PPM) REC1	REC2	REC3	REC4
0.	.4	.3	.5	.5
10.	.5	.2	.6	.4
20.	.6	.1	.6	.3
30.	.5	.0	.5	.2
40.	.4	.0	.6	.2
50.	.3	.0	.6	.2
60.	.3	.0	.5	.3
70.	.3	.1	.5	.4
80.	.3	.0	.7	.4
90.	.5	.3	.4	.4
100.	.7	.4	.3	.0
110.	.5	.4	.3	.0
120.	.6	.3	.3	.0
130.	.6	.2	.4	.0
140.	.4	.2	.4	.0
150.	.6	.2	.5	.0
160.	.6	.3	.5	.1
170.	.7	.4	.5	.2
180.	.5	.6	.4	.4
190.	.3	.8	.2	.6
200.	.2	.7	.1	.5
210.	.1	.5	.0	.4
220.	.1	.4	.0	.4
230.	.2	.4	.0	.4
240.	.2	.5	.0	.3
250.	.2	.5	.0	.3
260.	.3	.7	.0	.3
270.	.1	.5	.1	.4
280.	.0	.2	.3	.6
290.	.1	.3	.2	.6
300.	.0	.3	.2	.6
310.	.0	.4	.2	.5
320.	.0	.4	.1	.5
330.	.0	.4	.1	.5
340.	.1	.6	.2	.8
350.	.2	.5	.3	.7
360.	.4	.3	.5	.5
MAX	.7	.8	.7	.8
DEGR.	170	190	80	340

THE HIGHEST CONCENTRATION OF .80 PPM OCCURRED AT RECEPTOR REC2 .

Appendix D

Construction Emission Calculations and Output Files

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: J:\Projects\Sherman Oaks Fashion Square Noise Monitoring 2006-127\AQN\Construction\Construction.urb924

Project Name: Sherman Oaks Fashion Square Construction

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2008 TOTALS (lbs/day unmitigated)	5.10	39.01	54.88	0.05	54.60	2.02	55.48	11.40	1.85	12.21	6,636.25
2008 TOTALS (lbs/day mitigated)	5.10	39.01	54.88	0.05	28.29	2.02	29.17	5.91	1.85	6.72	6,636.25
2009 TOTALS (lbs/day unmitigated)	11.54	133.11	55.93	0.12	100.43	5.91	106.34	21.03	5.44	26.46	15,653.62
2009 TOTALS (lbs/day mitigated)	11.54	133.11	55.93	0.12	52.24	5.91	58.15	10.96	5.44	16.40	15,653.62
2010 TOTALS (lbs/day unmitigated)	10.80	122.16	51.92	0.12	100.43	5.33	105.76	21.03	4.91	25.93	15,653.57
2010 TOTALS (lbs/day mitigated)	10.80	122.16	51.92	0.12	52.24	5.33	57.57	10.96	4.91	15.87	15,653.57
2011 TOTALS (lbs/day unmitigated)	67.61	24.95	46.17	0.05	0.22	1.68	1.90	0.08	1.54	1.62	6,632.41
2011 TOTALS (lbs/day mitigated)	67.61	24.95	46.17	0.05	0.22	1.68	1.90	0.08	1.54	1.62	6,632.41

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Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 9/1/2008-9/8/2008 Active Days: 6	3.54	37.21	16.52	0.03	20.05	1.90	21.95	4.18	1.75	5.93	4,112.73
Demolition 09/01/2008-09/08/2008	3.54	37.21	16.52	0.03	20.05	1.90	21.95	4.18	1.75	5.93	4,112.73
Fugitive Dust	0.00	0.00	0.00	0.00	19.95	0.00	19.95	4.15	0.00	4.15	0.00
Demo Off Road Diesel	1.58	12.75	5.55	0.00	0.00	0.79	0.79	0.00	0.73	0.73	1,223.23
Demo On Road Diesel	1.92	24.40	10.04	0.03	0.09	1.10	1.20	0.03	1.01	1.05	2,796.17
Demo Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 9/9/2008-9/16/2008 Active Days: 6	1.80	13.30	6.59	0.00	54.60	0.88	55.48	11.40	0.81	12.21	1,206.28
Fine Grading 09/09/2008-09/16/2008	1.80	13.30	6.59	0.00	54.60	0.88	55.48	11.40	0.81	12.21	1,206.28
Fine Grading Dust	0.00	0.00	0.00	0.00	54.60	0.00	54.60	11.40	0.00	11.40	0.00
Fine Grading Off Road Diesel	1.77	13.24	5.65	0.00	0.00	0.88	0.88	0.00	0.81	0.81	1,112.94
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 9/17/2008-12/17/2008 Active Days: 66	5.10	30.61	54.88	0.05	0.22	2.02	2.23	0.08	1.85	1.92	6,636.25
Building 09/17/2008-12/17/2008	5.10	30.61	54.88	0.05	0.22	2.02	2.23	0.08	1.85	1.92	6,636.25
Building Off Road Diesel	3.26	22.07	11.32	0.00	0.00	1.64	1.64	0.00	1.51	1.51	1,802.64
Building Vendor Trips	0.56	6.17	5.11	0.01	0.03	0.28	0.31	0.01	0.26	0.27	988.78
Building Worker Trips	1.29	2.37	38.45	0.04	0.18	0.10	0.28	0.07	0.08	0.15	3,844.83

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Time Slice 12/18/2008-12/31/2008 Active Days: 10	3.68	39.01	17.26	0.03	21.52	1.98	23.50	4.49	1.82	6.31	4,318.77
Demolition 12/18/2008-01/01/2009	3.68	39.01	17.26	0.03	21.52	1.98	23.50	4.49	1.82	6.31	4,318.77
Fugitive Dust	0.00	0.00	0.00	0.00	21.42	0.00	21.42	4.46	0.00	4.46	0.00
Demo Off Road Diesel	1.58	12.75	5.55	0.00	0.00	0.79	0.79	0.00	0.73	0.73	1,223.23
Demo On Road Diesel	2.07	26.20	10.78	0.03	0.10	1.18	1.28	0.03	1.09	1.12	3,002.20
Demo Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 1/1/2009-1/1/2009 Active Days: 1	3.44	36.56	16.18	0.03	21.52	1.81	23.34	4.49	1.67	6.16	4,318.72
Demolition 12/18/2008-01/01/2009	3.44	36.56	16.18	0.03	21.52	1.81	23.34	4.49	1.67	6.16	4,318.72
Fugitive Dust	0.00	0.00	0.00	0.00	21.42	0.00	21.42	4.46	0.00	4.46	0.00
Demo Off Road Diesel	1.46	11.86	5.36	0.00	0.00	0.74	0.74	0.00	0.68	0.68	1,223.23
Demo On Road Diesel	1.95	24.64	9.95	0.03	0.10	1.07	1.17	0.03	0.98	1.02	3,002.20
Demo Worker Trips	0.03	0.05	0.87	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.29
Time Slice 1/2/2009-2/23/2009 Active Days: 37	8.64	96.36	41.10	0.08	47.08	4.31	51.39	9.87	3.97	13.83	11,175.96
Mass Grading 01/02/2009-02/23/2009	8.64	96.36	41.10	0.08	47.08	4.31	51.39	9.87	3.97	13.83	11,175.96
Mass Grading Dust	0.00	0.00	0.00	0.00	46.80	0.00	46.80	9.77	0.00	9.77	0.00
Mass Grading Off Road Diesel	3.25	28.62	12.34	0.00	0.00	1.37	1.37	0.00	1.26	1.26	2,777.69
Mass Grading On Road Diesel	5.34	67.65	27.31	0.08	0.27	2.94	3.21	0.09	2.70	2.79	8,242.79
Mass Grading Worker Trips	0.05	0.09	1.45	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.48

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Time Slice 2/24/2009-9/30/2009 Active Days: 157	4.75	28.76	51.75	0.05	0.22	1.91	2.13	0.08	1.75	1.83	6,634.44
Building 02/24/2009-09/30/2009	4.75	28.76	51.75	0.05	0.22	1.91	2.13	0.08	1.75	1.83	6,634.44
Building Off Road Diesel	3.06	20.79	11.11	0.00	0.00	1.56	1.56	0.00	1.43	1.43	1,802.64
Building Vendor Trips	0.52	5.80	4.76	0.01	0.03	0.25	0.29	0.01	0.23	0.24	988.88
Building Worker Trips	1.17	2.17	35.88	0.04	0.18	0.10	0.29	0.07	0.09	0.15	3,842.92
Time Slice 10/1/2009-10/30/2009 Active Days: 22	3.62	38.40	17.25	0.03	22.75	1.90	24.65	4.75	1.75	6.49	4,574.20
Demolition 10/01/2009-10/31/2009	3.62	38.40	17.25	0.03	22.75	1.90	24.65	4.75	1.75	6.49	4,574.20
Fugitive Dust	0.00	0.00	0.00	0.00	22.64	0.00	22.64	4.71	0.00	4.71	0.00
Demo Off Road Diesel	1.53	12.28	5.58	0.00	0.00	0.76	0.76	0.00	0.70	0.70	1,276.64
Demo On Road Diesel	2.06	26.04	10.51	0.03	0.11	1.13	1.24	0.03	1.04	1.08	3,173.17
Demo Worker Trips	0.04	0.07	1.16	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.39
Time Slice 11/2/2009-12/31/2009 Active Days: 44	11.54	**133.11**	**55.93**	**0.12**	**100.43**	**5.91**	**106.34**	**21.03**	**5.44**	**26.46**	**15,653.62**
Mass Grading 11/01/2009-02/15/2010	11.54	133.11	55.93	0.12	100.43	5.91	106.34	21.03	5.44	26.46	15,653.62
Mass Grading Dust	0.00	0.00	0.00	0.00	100.00	0.00	100.00	20.88	0.00	20.88	0.00
Mass Grading Off Road Diesel	3.25	28.62	12.34	0.00	0.00	1.37	1.37	0.00	1.26	1.26	2,777.69
Mass Grading On Road Diesel	8.24	104.40	42.14	0.12	0.42	4.53	4.96	0.14	4.17	4.31	12,720.46
Mass Grading Worker Trips	0.05	0.09	1.45	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.48

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Time Slice 1/1/2010-2/15/2010 Active Days: 32	10.80	122.16	51.92	**0.12**	**100.43**	5.33	105.76	**21.03**	4.91	25.93	15,653.57
Mass Grading 11/01/2009-02/15/2010	10.80	122.16	51.92	0.12	100.43	5.33	105.76	21.03	4.91	25.93	15,653.57
Mass Grading Dust	0.00	0.00	0.00	0.00	100.00	0.00	100.00	20.88	0.00	20.88	0.00
Mass Grading Off Road Diesel	3.08	26.76	12.13	0.00	0.00	1.28	1.28	0.00	1.18	1.18	2,777.69
Mass Grading On Road Diesel	7.67	95.32	38.43	0.12	0.42	4.05	4.47	0.14	3.72	3.86	12,720.46
Mass Grading Worker Trips	0.04	0.08	1.36	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.43
Time Slice 2/16/2010-12/31/2010 Active Days: 229	4.41	26.88	48.95	0.05	0.22	1.79	2.00	0.08	1.63	1.71	6,633.21
Building 02/16/2010-01/08/2011	4.41	26.88	48.95	0.05	0.22	1.79	2.00	0.08	1.63	1.71	6,633.21
Building Off Road Diesel	2.85	19.58	10.93	0.00	0.00	1.45	1.45	0.00	1.34	1.34	1,802.64
Building Vendor Trips	0.48	5.30	4.42	0.01	0.03	0.23	0.26	0.01	0.21	0.22	988.94
Building Worker Trips	1.08	2.00	33.60	0.04	0.18	0.10	0.29	0.07	0.09	0.15	3,841.63
Time Slice 1/3/2011-1/7/2011 Active Days: 5	4.06	24.95	46.17	0.05	0.22	1.68	1.90	0.08	1.54	1.62	6,632.41
Building 02/16/2010-01/08/2011	4.06	24.95	46.17	0.05	0.22	1.68	1.90	0.08	1.54	1.62	6,632.41
Building Off Road Diesel	2.63	18.32	10.73	0.00	0.00	1.37	1.37	0.00	1.26	1.26	1,802.64
Building Vendor Trips	0.45	4.79	4.10	0.01	0.03	0.20	0.24	0.01	0.19	0.20	988.96
Building Worker Trips	0.98	1.83	31.34	0.04	0.18	0.10	0.29	0.07	0.09	0.15	3,840.80
Time Slice 1/24/2011-8/24/2011 Active Days: 153	**67.61**	0.05	0.80	0.00	0.00	0.00	0.01	0.00	0.00	0.00	98.06
Coating 01/24/2011-08/24/2011	67.61	0.05	0.80	0.00	0.00	0.00	0.01	0.00	0.00	0.00	98.06
Architectural Coating	67.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.03	0.05	0.80	0.00	0.00	0.00	0.01	0.00	0.00	0.00	98.06

Phase Assumptions

Phase: Demolition 9/1/2008 - 9/8/2008 - Phase 1 Demo

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Building Volume Total (cubic feet): 95000

Building Volume Daily (cubic feet): 47500

On Road Truck Travel (VMT): 659.72

Off-Road Equipment:

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Demolition 12/18/2008 - 1/1/2009 - Phase 2 Demo

Building Volume Total (cubic feet): 163200

Building Volume Daily (cubic feet): 51000

On Road Truck Travel (VMT): 708.33

Off-Road Equipment:

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Demolition 10/1/2009 - 10/31/2009 - Phase 3 Demo

Building Volume Total (cubic feet): 676255.2

Building Volume Daily (cubic feet): 53904.4

On Road Truck Travel (VMT): 748.67

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 9/9/2008 - 9/16/2008 - Phase 1 Grading

Total Acres Disturbed: 12.86

Maximum Daily Acreage Disturbed: 2.73

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 1/2/2009 - 2/23/2009 - Phase 2 Grading

Total Acres Disturbed: 12.86

Maximum Daily Acreage Disturbed: 2.34

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 1944.79

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 11/1/2009 - 2/15/2010 - Phase 3 Grading

Total Acres Disturbed: 12.86

Maximum Daily Acreage Disturbed: 5

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 3001.24

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Building Construction 9/17/2008 - 12/17/2008 - Phase 1 Grade +2-level ParkingConstruction

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

2 Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Building Construction 2/24/2009 - 9/30/2009 - Phase 2 7-Story Parking Structure Construction

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

2 Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Building Construction 2/16/2010 - 1/8/2011 - Phase 3 Subterr. Parking, mall retail construction

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

2 Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 1/24/2011 - 8/24/2011 - Phase 3 Coating

Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100

Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50

Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

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CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 9/1/2008-9/8/2008 Active Days: 6	3.54	37.21	16.52	0.03	20.05	1.90	21.95	4.18	1.75	5.93	4,112.73
Demolition 09/01/2008-09/08/2008	3.54	37.21	16.52	0.03	20.05	1.90	21.95	4.18	1.75	5.93	4,112.73
Fugitive Dust	0.00	0.00	0.00	0.00	19.95	0.00	19.95	4.15	0.00	4.15	0.00
Demo Off Road Diesel	1.58	12.75	5.55	0.00	0.00	0.79	0.79	0.00	0.73	0.73	1,223.23
Demo On Road Diesel	1.92	24.40	10.04	0.03	0.09	1.10	1.20	0.03	1.01	1.05	2,796.17
Demo Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 9/9/2008-9/16/2008 Active Days: 6	1.80	13.30	6.59	0.00	28.29	0.88	29.17	5.91	0.81	6.72	1,206.28
Fine Grading 09/09/2008-09/16/2008	1.80	13.30	6.59	0.00	28.29	0.88	29.17	5.91	0.81	6.72	1,206.28
Fine Grading Dust	0.00	0.00	0.00	0.00	28.29	0.00	28.29	5.91	0.00	5.91	0.00
Fine Grading Off Road Diesel	1.77	13.24	5.65	0.00	0.00	0.88	0.88	0.00	0.81	0.81	1,112.94
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 9/17/2008-12/17/2008 Active Days: 66	5.10	30.61	54.88	0.05	0.22	2.02	2.23	0.08	1.85	1.92	6,636.25
Building 09/17/2008-12/17/2008	5.10	30.61	54.88	0.05	0.22	2.02	2.23	0.08	1.85	1.92	6,636.25
Building Off Road Diesel	3.26	22.07	11.32	0.00	0.00	1.64	1.64	0.00	1.51	1.51	1,802.64
Building Vendor Trips	0.56	6.17	5.11	0.01	0.03	0.28	0.31	0.01	0.26	0.27	988.78
Building Worker Trips	1.29	2.37	38.45	0.04	0.18	0.10	0.28	0.07	0.08	0.15	3,844.83

Time Slice 12/18/2008-12/31/2008 Active Days: 10	3.68	39.01	17.26	0.03	21.52	1.98	23.50	4.49	1.82	6.31	4,318.77
Demolition 12/18/2008-01/01/2009	3.68	39.01	17.26	0.03	21.52	1.98	23.50	4.49	1.82	6.31	4,318.77
Fugitive Dust	0.00	0.00	0.00	0.00	21.42	0.00	21.42	4.46	0.00	4.46	0.00
Demo Off Road Diesel	1.58	12.75	5.55	0.00	0.00	0.79	0.79	0.00	0.73	0.73	1,223.23
Demo On Road Diesel	2.07	26.20	10.78	0.03	0.10	1.18	1.28	0.03	1.09	1.12	3,002.20
Demo Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 1/1/2009-1/1/2009 Active Days: 1	3.44	36.56	16.18	0.03	21.52	1.81	23.34	4.49	1.67	6.16	4,318.72
Demolition 12/18/2008-01/01/2009	3.44	36.56	16.18	0.03	21.52	1.81	23.34	4.49	1.67	6.16	4,318.72
Fugitive Dust	0.00	0.00	0.00	0.00	21.42	0.00	21.42	4.46	0.00	4.46	0.00
Demo Off Road Diesel	1.46	11.86	5.36	0.00	0.00	0.74	0.74	0.00	0.68	0.68	1,223.23
Demo On Road Diesel	1.95	24.64	9.95	0.03	0.10	1.07	1.17	0.03	0.98	1.02	3,002.20
Demo Worker Trips	0.03	0.05	0.87	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.29
Time Slice 1/2/2009-2/23/2009 Active Days: 37	8.64	96.36	41.10	0.08	24.53	4.31	28.84	5.16	3.97	9.12	11,175.96
Mass Grading 01/02/2009-02/23/2009	8.64	96.36	41.10	0.08	24.53	4.31	28.84	5.16	3.97	9.12	11,175.96
Mass Grading Dust	0.00	0.00	0.00	0.00	24.25	0.00	24.25	5.06	0.00	5.06	0.00
Mass Grading Off Road Diesel	3.25	28.62	12.34	0.00	0.00	1.37	1.37	0.00	1.26	1.26	2,777.69
Mass Grading On Road Diesel	5.34	67.65	27.31	0.08	0.27	2.94	3.21	0.09	2.70	2.79	8,242.79
Mass Grading Worker Trips	0.05	0.09	1.45	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.48

Time Slice 2/24/2009-9/30/2009 Active Days: 157	4.75	28.76	51.75	0.05	0.22	1.91	2.13	0.08	1.75	1.83	6,634.44
Building 02/24/2009-09/30/2009	4.75	28.76	51.75	0.05	0.22	1.91	2.13	0.08	1.75	1.83	6,634.44
Building Off Road Diesel	3.06	20.79	11.11	0.00	0.00	1.56	1.56	0.00	1.43	1.43	1,802.64
Building Vendor Trips	0.52	5.80	4.76	0.01	0.03	0.25	0.29	0.01	0.23	0.24	988.88
Building Worker Trips	1.17	2.17	35.88	0.04	0.18	0.10	0.29	0.07	0.09	0.15	3,842.92
Time Slice 10/1/2009-10/30/2009 Active Days: 22	3.62	38.40	17.25	0.03	22.75	1.90	24.65	4.75	1.75	6.49	4,574.20
Demolition 10/01/2009-10/31/2009	3.62	38.40	17.25	0.03	22.75	1.90	24.65	4.75	1.75	6.49	4,574.20
Fugitive Dust	0.00	0.00	0.00	0.00	22.64	0.00	22.64	4.71	0.00	4.71	0.00
Demo Off Road Diesel	1.53	12.28	5.58	0.00	0.00	0.76	0.76	0.00	0.70	0.70	1,276.64
Demo On Road Diesel	2.06	26.04	10.51	0.03	0.11	1.13	1.24	0.03	1.04	1.08	3,173.17
Demo Worker Trips	0.04	0.07	1.16	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.39
Time Slice 11/2/2009-12/31/2009 Active Days: 44	11.54	**133.11**	**55.93**	**0.12**	52.24	**5.91**	58.15	10.96	**5.44**	16.40	**15,653.62**
Mass Grading 11/01/2009-02/15/2010	11.54	133.11	55.93	0.12	52.24	5.91	58.15	10.96	5.44	16.40	15,653.62
Mass Grading Dust	0.00	0.00	0.00	0.00	51.81	0.00	51.81	10.82	0.00	10.82	0.00
Mass Grading Off Road Diesel	3.25	28.62	12.34	0.00	0.00	1.37	1.37	0.00	1.26	1.26	2,777.69
Mass Grading On Road Diesel	8.24	104.40	42.14	0.12	0.42	4.53	4.96	0.14	4.17	4.31	12,720.46
Mass Grading Worker Trips	0.05	0.09	1.45	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.48

Time Slice 1/1/2010-2/15/2010 Active Days: 32	10.80	122.16	51.92	**0.12**	52.24	5.33	57.57	10.96	4.91	15.87	15,653.57
Mass Grading 11/01/2009-02/15/2010	10.80	122.16	51.92	0.12	52.24	5.33	57.57	10.96	4.91	15.87	15,653.57
Mass Grading Dust	0.00	0.00	0.00	0.00	51.81	0.00	51.81	10.82	0.00	10.82	0.00
Mass Grading Off Road Diesel	3.08	26.76	12.13	0.00	0.00	1.28	1.28	0.00	1.18	1.18	2,777.69
Mass Grading On Road Diesel	7.67	95.32	38.43	0.12	0.42	4.05	4.47	0.14	3.72	3.86	12,720.46
Mass Grading Worker Trips	0.04	0.08	1.36	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.43
Time Slice 2/16/2010-12/31/2010 Active Days: 229	4.41	26.88	48.95	0.05	0.22	1.79	2.00	0.08	1.63	1.71	6,633.21
Building 02/16/2010-01/08/2011	4.41	26.88	48.95	0.05	0.22	1.79	2.00	0.08	1.63	1.71	6,633.21
Building Off Road Diesel	2.85	19.58	10.93	0.00	0.00	1.45	1.45	0.00	1.34	1.34	1,802.64
Building Vendor Trips	0.48	5.30	4.42	0.01	0.03	0.23	0.26	0.01	0.21	0.22	988.94
Building Worker Trips	1.08	2.00	33.60	0.04	0.18	0.10	0.29	0.07	0.09	0.15	3,841.63
Time Slice 1/3/2011-1/7/2011 Active Days: 5	4.06	24.95	46.17	0.05	0.22	1.68	1.90	0.08	1.54	1.62	6,632.41
Building 02/16/2010-01/08/2011	4.06	24.95	46.17	0.05	0.22	1.68	1.90	0.08	1.54	1.62	6,632.41
Building Off Road Diesel	2.63	18.32	10.73	0.00	0.00	1.37	1.37	0.00	1.26	1.26	1,802.64
Building Vendor Trips	0.45	4.79	4.10	0.01	0.03	0.20	0.24	0.01	0.19	0.20	988.96
Building Worker Trips	0.98	1.83	31.34	0.04	0.18	0.10	0.29	0.07	0.09	0.15	3,840.80
Time Slice 1/24/2011-8/24/2011 Active Days: 153	**67.61**	0.05	0.80	0.00	0.00	0.00	0.01	0.00	0.00	0.00	98.06
Coating 01/24/2011-08/24/2011	67.61	0.05	0.80	0.00	0.00	0.00	0.01	0.00	0.00	0.00	98.06
Architectural Coating	67.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.03	0.05	0.80	0.00	0.00	0.00	0.01	0.00	0.00	0.00	98.06

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 9/9/2008 - 9/16/2008 - Phase 1 Grading

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For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

The following mitigation measures apply to Phase: Mass Grading 1/2/2009 - 2/23/2009 - Phase 2 Grading

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

The following mitigation measures apply to Phase: Mass Grading 11/1/2009 - 2/15/2010 - Phase 3 Grading

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: J:\Projects\Sherman Oaks Fashion Square Noise Monitoring 2006-127\AQN\Construction\construction-mitigated.urb924

Project Name: Sherman Oaks Fashion Square Construction

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2008 TOTALS (lbs/day unmitigated)	5.10	39.01	54.88	0.05	54.60	2.02	55.48	11.40	1.85	12.21	6,636.25
2008 TOTALS (lbs/day mitigated)	5.10	36.53	54.88	0.05	28.29	2.02	29.17	5.91	1.85	6.72	6,636.25
2009 TOTALS (lbs/day unmitigated)	11.54	133.11	55.93	0.12	100.43	5.91	106.34	21.03	5.44	26.46	15,653.62
2009 TOTALS (lbs/day mitigated)	11.54	128.69	55.93	0.12	52.24	5.91	58.15	10.96	5.44	16.40	15,653.62
2010 TOTALS (lbs/day unmitigated)	10.80	122.16	51.92	0.12	100.43	5.33	105.76	21.03	4.91	25.93	15,653.57
2010 TOTALS (lbs/day mitigated)	10.80	118.01	51.92	0.12	52.24	5.33	57.57	10.96	4.91	15.87	15,653.57
2011 TOTALS (lbs/day unmitigated)	67.61	24.95	46.17	0.05	0.22	1.68	1.90	0.08	1.54	1.62	6,632.41
2011 TOTALS (lbs/day mitigated)	67.61	20.91	46.17	0.05	0.22	1.68	1.90	0.08	1.54	1.62	6,632.41

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Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 9/1/2008-9/8/2008 Active Days: 6	3.54	37.21	16.52	0.03	20.05	1.90	21.95	4.18	1.75	5.93	4,112.73
Demolition 09/01/2008-09/08/2008	3.54	37.21	16.52	0.03	20.05	1.90	21.95	4.18	1.75	5.93	4,112.73
Fugitive Dust	0.00	0.00	0.00	0.00	19.95	0.00	19.95	4.15	0.00	4.15	0.00
Demo Off Road Diesel	1.58	12.75	5.55	0.00	0.00	0.79	0.79	0.00	0.73	0.73	1,223.23
Demo On Road Diesel	1.92	24.40	10.04	0.03	0.09	1.10	1.20	0.03	1.01	1.05	2,796.17
Demo Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 9/9/2008-9/16/2008 Active Days: 6	1.80	13.30	6.59	0.00	54.60	0.88	55.48	11.40	0.81	12.21	1,206.28
Fine Grading 09/09/2008-09/16/2008	1.80	13.30	6.59	0.00	54.60	0.88	55.48	11.40	0.81	12.21	1,206.28
Fine Grading Dust	0.00	0.00	0.00	0.00	54.60	0.00	54.60	11.40	0.00	11.40	0.00
Fine Grading Off Road Diesel	1.77	13.24	5.65	0.00	0.00	0.88	0.88	0.00	0.81	0.81	1,112.94
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 9/17/2008-12/17/2008 Active Days: 66	5.10	30.61	54.88	0.05	0.22	2.02	2.23	0.08	1.85	1.92	6,636.25
Building 09/17/2008-12/17/2008	5.10	30.61	54.88	0.05	0.22	2.02	2.23	0.08	1.85	1.92	6,636.25
Building Off Road Diesel	3.26	22.07	11.32	0.00	0.00	1.64	1.64	0.00	1.51	1.51	1,802.64
Building Vendor Trips	0.56	6.17	5.11	0.01	0.03	0.28	0.31	0.01	0.26	0.27	988.78
Building Worker Trips	1.29	2.37	38.45	0.04	0.18	0.10	0.28	0.07	0.08	0.15	3,844.83

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Time Slice 12/18/2008-12/31/2008 Active Days: 10	3.68	39.01	17.26	0.03	21.52	1.98	23.50	4.49	1.82	6.31	4,318.77
Demolition 12/18/2008-01/01/2009	3.68	39.01	17.26	0.03	21.52	1.98	23.50	4.49	1.82	6.31	4,318.77
Fugitive Dust	0.00	0.00	0.00	0.00	21.42	0.00	21.42	4.46	0.00	4.46	0.00
Demo Off Road Diesel	1.58	12.75	5.55	0.00	0.00	0.79	0.79	0.00	0.73	0.73	1,223.23
Demo On Road Diesel	2.07	26.20	10.78	0.03	0.10	1.18	1.28	0.03	1.09	1.12	3,002.20
Demo Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 1/1/2009-1/1/2009 Active Days: 1	3.44	36.56	16.18	0.03	21.52	1.81	23.34	4.49	1.67	6.16	4,318.72
Demolition 12/18/2008-01/01/2009	3.44	36.56	16.18	0.03	21.52	1.81	23.34	4.49	1.67	6.16	4,318.72
Fugitive Dust	0.00	0.00	0.00	0.00	21.42	0.00	21.42	4.46	0.00	4.46	0.00
Demo Off Road Diesel	1.46	11.86	5.36	0.00	0.00	0.74	0.74	0.00	0.68	0.68	1,223.23
Demo On Road Diesel	1.95	24.64	9.95	0.03	0.10	1.07	1.17	0.03	0.98	1.02	3,002.20
Demo Worker Trips	0.03	0.05	0.87	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.29
Time Slice 1/2/2009-2/23/2009 Active Days: 37	8.64	96.36	41.10	0.08	47.08	4.31	51.39	9.87	3.97	13.83	11,175.96
Mass Grading 01/02/2009-02/23/2009	8.64	96.36	41.10	0.08	47.08	4.31	51.39	9.87	3.97	13.83	11,175.96
Mass Grading Dust	0.00	0.00	0.00	0.00	46.80	0.00	46.80	9.77	0.00	9.77	0.00
Mass Grading Off Road Diesel	3.25	28.62	12.34	0.00	0.00	1.37	1.37	0.00	1.26	1.26	2,777.69
Mass Grading On Road Diesel	5.34	67.65	27.31	0.08	0.27	2.94	3.21	0.09	2.70	2.79	8,242.79
Mass Grading Worker Trips	0.05	0.09	1.45	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.48

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Time Slice 2/24/2009-9/30/2009 Active Days: 157	4.75	28.76	51.75	0.05	0.22	1.91	2.13	0.08	1.75	1.83	6,634.44
Building 02/24/2009-09/30/2009	4.75	28.76	51.75	0.05	0.22	1.91	2.13	0.08	1.75	1.83	6,634.44
Building Off Road Diesel	3.06	20.79	11.11	0.00	0.00	1.56	1.56	0.00	1.43	1.43	1,802.64
Building Vendor Trips	0.52	5.80	4.76	0.01	0.03	0.25	0.29	0.01	0.23	0.24	988.88
Building Worker Trips	1.17	2.17	35.88	0.04	0.18	0.10	0.29	0.07	0.09	0.15	3,842.92
Time Slice 10/1/2009-10/30/2009 Active Days: 22	3.62	38.40	17.25	0.03	22.75	1.90	24.65	4.75	1.75	6.49	4,574.20
Demolition 10/01/2009-10/31/2009	3.62	38.40	17.25	0.03	22.75	1.90	24.65	4.75	1.75	6.49	4,574.20
Fugitive Dust	0.00	0.00	0.00	0.00	22.64	0.00	22.64	4.71	0.00	4.71	0.00
Demo Off Road Diesel	1.53	12.28	5.58	0.00	0.00	0.76	0.76	0.00	0.70	0.70	1,276.64
Demo On Road Diesel	2.06	26.04	10.51	0.03	0.11	1.13	1.24	0.03	1.04	1.08	3,173.17
Demo Worker Trips	0.04	0.07	1.16	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.39
Time Slice 11/2/2009-12/31/2009 Active Days: 44	11.54	**133.11**	**55.93**	**0.12**	**100.43**	**5.91**	**106.34**	**21.03**	**5.44**	**26.46**	**15,653.62**
Mass Grading 11/01/2009-02/15/2010	11.54	133.11	55.93	0.12	100.43	5.91	106.34	21.03	5.44	26.46	15,653.62
Mass Grading Dust	0.00	0.00	0.00	0.00	100.00	0.00	100.00	20.88	0.00	20.88	0.00
Mass Grading Off Road Diesel	3.25	28.62	12.34	0.00	0.00	1.37	1.37	0.00	1.26	1.26	2,777.69
Mass Grading On Road Diesel	8.24	104.40	42.14	0.12	0.42	4.53	4.96	0.14	4.17	4.31	12,720.46
Mass Grading Worker Trips	0.05	0.09	1.45	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.48

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Time Slice 1/1/2010-2/15/2010 Active Days: 32	10.80	122.16	51.92	**0.12**	**100.43**	5.33	105.76	**21.03**	4.91	25.93	15,653.57
Mass Grading 11/01/2009-02/15/2010	10.80	122.16	51.92	0.12	100.43	5.33	105.76	21.03	4.91	25.93	15,653.57
Mass Grading Dust	0.00	0.00	0.00	0.00	100.00	0.00	100.00	20.88	0.00	20.88	0.00
Mass Grading Off Road Diesel	3.08	26.76	12.13	0.00	0.00	1.28	1.28	0.00	1.18	1.18	2,777.69
Mass Grading On Road Diesel	7.67	95.32	38.43	0.12	0.42	4.05	4.47	0.14	3.72	3.86	12,720.46
Mass Grading Worker Trips	0.04	0.08	1.36	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.43
Time Slice 2/16/2010-12/31/2010 Active Days: 229	4.41	26.88	48.95	0.05	0.22	1.79	2.00	0.08	1.63	1.71	6,633.21
Building 02/16/2010-01/08/2011	4.41	26.88	48.95	0.05	0.22	1.79	2.00	0.08	1.63	1.71	6,633.21
Building Off Road Diesel	2.85	19.58	10.93	0.00	0.00	1.45	1.45	0.00	1.34	1.34	1,802.64
Building Vendor Trips	0.48	5.30	4.42	0.01	0.03	0.23	0.26	0.01	0.21	0.22	988.94
Building Worker Trips	1.08	2.00	33.60	0.04	0.18	0.10	0.29	0.07	0.09	0.15	3,841.63
Time Slice 1/3/2011-1/7/2011 Active Days: 5	4.06	24.95	46.17	0.05	0.22	1.68	1.90	0.08	1.54	1.62	6,632.41
Building 02/16/2010-01/08/2011	4.06	24.95	46.17	0.05	0.22	1.68	1.90	0.08	1.54	1.62	6,632.41
Building Off Road Diesel	2.63	18.32	10.73	0.00	0.00	1.37	1.37	0.00	1.26	1.26	1,802.64
Building Vendor Trips	0.45	4.79	4.10	0.01	0.03	0.20	0.24	0.01	0.19	0.20	988.96
Building Worker Trips	0.98	1.83	31.34	0.04	0.18	0.10	0.29	0.07	0.09	0.15	3,840.80
Time Slice 1/24/2011-8/24/2011 Active Days: 153	**67.61**	0.05	0.80	0.00	0.00	0.00	0.01	0.00	0.00	0.00	98.06
Coating 01/24/2011-08/24/2011	67.61	0.05	0.80	0.00	0.00	0.00	0.01	0.00	0.00	0.00	98.06
Architectural Coating	67.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.03	0.05	0.80	0.00	0.00	0.00	0.01	0.00	0.00	0.00	98.06

Phase Assumptions

Phase: Demolition 9/1/2008 - 9/8/2008 - Phase 1 Demo

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Building Volume Total (cubic feet): 95000

Building Volume Daily (cubic feet): 47500

On Road Truck Travel (VMT): 659.72

Off-Road Equipment:

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Demolition 12/18/2008 - 1/1/2009 - Phase 2 Demo

Building Volume Total (cubic feet): 163200

Building Volume Daily (cubic feet): 51000

On Road Truck Travel (VMT): 708.33

Off-Road Equipment:

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Demolition 10/1/2009 - 10/31/2009 - Phase 3 Demo

Building Volume Total (cubic feet): 676255.2

Building Volume Daily (cubic feet): 53904.4

On Road Truck Travel (VMT): 748.67

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 9/9/2008 - 9/16/2008 - Phase 1 Grading

Total Acres Disturbed: 12.86

Maximum Daily Acreage Disturbed: 2.73

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 1/2/2009 - 2/23/2009 - Phase 2 Grading

Total Acres Disturbed: 12.86

Maximum Daily Acreage Disturbed: 2.34

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 1944.79

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 11/1/2009 - 2/15/2010 - Phase 3 Grading

Total Acres Disturbed: 12.86

Maximum Daily Acreage Disturbed: 5

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 3001.24

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Building Construction 9/17/2008 - 12/17/2008 - Phase 1 Grade +2-level ParkingConstruction

Off-Road Equipment:

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1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

2 Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Building Construction 2/24/2009 - 9/30/2009 - Phase 2 7-Story Parking Structure Construction

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

2 Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Building Construction 2/16/2010 - 1/8/2011 - Phase 3 Subterr. Parking, mall retail construction

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

2 Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 1/24/2011 - 8/24/2011 - Phase 3 Coating

Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100

Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50

Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

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CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
Time Slice 9/1/2008-9/8/2008 Active Days: 6	3.54	34.73	16.52	0.03	20.05	1.90	21.95	4.18	1.75	5.93	4,112.73
Demolition 09/01/2008-09/08/2008	3.54	34.73	16.52	0.03	20.05	1.90	21.95	4.18	1.75	5.93	4,112.73
Fugitive Dust	0.00	0.00	0.00	0.00	19.95	0.00	19.95	4.15	0.00	4.15	0.00
Demo Off Road Diesel	1.58	10.27	5.55	0.00	0.00	0.79	0.79	0.00	0.73	0.73	1,223.23
Demo On Road Diesel	1.92	24.40	10.04	0.03	0.09	1.10	1.20	0.03	1.01	1.05	2,796.17
Demo Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 9/9/2008-9/16/2008 Active Days: 6	1.80	10.42	6.59	0.00	28.29	0.88	29.17	5.91	0.81	6.72	1,206.28
Fine Grading 09/09/2008-09/16/2008	1.80	10.42	6.59	0.00	28.29	0.88	29.17	5.91	0.81	6.72	1,206.28
Fine Grading Dust	0.00	0.00	0.00	0.00	28.29	0.00	28.29	5.91	0.00	5.91	0.00
Fine Grading Off Road Diesel	1.77	10.36	5.65	0.00	0.00	0.88	0.88	0.00	0.81	0.81	1,112.94
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 9/17/2008-12/17/2008 Active Days: 66	5.10	25.68	54.88	0.05	0.22	2.02	2.23	0.08	1.85	1.92	6,636.25
Building 09/17/2008-12/17/2008	5.10	25.68	54.88	0.05	0.22	2.02	2.23	0.08	1.85	1.92	6,636.25
Building Off Road Diesel	3.26	17.14	11.32	0.00	0.00	1.64	1.64	0.00	1.51	1.51	1,802.64
Building Vendor Trips	0.56	6.17	5.11	0.01	0.03	0.28	0.31	0.01	0.26	0.27	988.78
Building Worker Trips	1.29	2.37	38.45	0.04	0.18	0.10	0.28	0.07	0.08	0.15	3,844.83

Time Slice 12/18/2008-12/31/2008 Active Days: 10	3.68	36.53	17.26	0.03	21.52	1.98	23.50	4.49	1.82	6.31	4,318.77
Demolition 12/18/2008-01/01/2009	3.68	36.53	17.26	0.03	21.52	1.98	23.50	4.49	1.82	6.31	4,318.77
Fugitive Dust	0.00	0.00	0.00	0.00	21.42	0.00	21.42	4.46	0.00	4.46	0.00
Demo Off Road Diesel	1.58	10.27	5.55	0.00	0.00	0.79	0.79	0.00	0.73	0.73	1,223.23
Demo On Road Diesel	2.07	26.20	10.78	0.03	0.10	1.18	1.28	0.03	1.09	1.12	3,002.20
Demo Worker Trips	0.03	0.06	0.93	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.34
Time Slice 1/1/2009-1/1/2009 Active Days: 1	3.44	34.25	16.18	0.03	21.52	1.81	23.34	4.49	1.67	6.16	4,318.72
Demolition 12/18/2008-01/01/2009	3.44	34.25	16.18	0.03	21.52	1.81	23.34	4.49	1.67	6.16	4,318.72
Fugitive Dust	0.00	0.00	0.00	0.00	21.42	0.00	21.42	4.46	0.00	4.46	0.00
Demo Off Road Diesel	1.46	9.56	5.36	0.00	0.00	0.74	0.74	0.00	0.68	0.68	1,223.23
Demo On Road Diesel	1.95	24.64	9.95	0.03	0.10	1.07	1.17	0.03	0.98	1.02	3,002.20
Demo Worker Trips	0.03	0.05	0.87	0.00	0.00	0.00	0.01	0.00	0.00	0.00	93.29
Time Slice 1/2/2009-2/23/2009 Active Days: 37	8.64	89.60	41.10	0.08	24.53	4.31	28.84	5.16	3.97	9.12	11,175.96
Mass Grading 01/02/2009-02/23/2009	8.64	89.60	41.10	0.08	24.53	4.31	28.84	5.16	3.97	9.12	11,175.96
Mass Grading Dust	0.00	0.00	0.00	0.00	24.25	0.00	24.25	5.06	0.00	5.06	0.00
Mass Grading Off Road Diesel	3.25	21.86	12.34	0.00	0.00	1.37	1.37	0.00	1.26	1.26	2,777.69
Mass Grading On Road Diesel	5.34	67.65	27.31	0.08	0.27	2.94	3.21	0.09	2.70	2.79	8,242.79
Mass Grading Worker Trips	0.05	0.09	1.45	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.48

Time Slice 2/24/2009-9/30/2009 Active Days: 157	4.75	24.15	51.75	0.05	0.22	1.91	2.13	0.08	1.75	1.83	6,634.44
Building 02/24/2009-09/30/2009	4.75	24.15	51.75	0.05	0.22	1.91	2.13	0.08	1.75	1.83	6,634.44
Building Off Road Diesel	3.06	16.17	11.11	0.00	0.00	1.56	1.56	0.00	1.43	1.43	1,802.64
Building Vendor Trips	0.52	5.80	4.76	0.01	0.03	0.25	0.29	0.01	0.23	0.24	988.88
Building Worker Trips	1.17	2.17	35.88	0.04	0.18	0.10	0.29	0.07	0.09	0.15	3,842.92
Time Slice 10/1/2009-10/30/2009 Active Days: 22	3.62	36.09	17.25	0.03	22.75	1.90	24.65	4.75	1.75	6.49	4,574.20
Demolition 10/01/2009-10/31/2009	3.62	36.09	17.25	0.03	22.75	1.90	24.65	4.75	1.75	6.49	4,574.20
Fugitive Dust	0.00	0.00	0.00	0.00	22.64	0.00	22.64	4.71	0.00	4.71	0.00
Demo Off Road Diesel	1.53	9.98	5.58	0.00	0.00	0.76	0.76	0.00	0.70	0.70	1,276.64
Demo On Road Diesel	2.06	26.04	10.51	0.03	0.11	1.13	1.24	0.03	1.04	1.08	3,173.17
Demo Worker Trips	0.04	0.07	1.16	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.39
Time Slice 11/2/2009-12/31/2009 Active Days: 44	11.54	128.69	**55.93**	**0.12**	52.24	**5.91**	58.15	10.96	**5.44**	16.40	**15,653.62**
Mass Grading 11/01/2009-02/15/2010	11.54	128.69	55.93	0.12	52.24	5.91	58.15	10.96	5.44	16.40	15,653.62
Mass Grading Dust	0.00	0.00	0.00	0.00	51.81	0.00	51.81	10.82	0.00	10.82	0.00
Mass Grading Off Road Diesel	3.25	24.20	12.34	0.00	0.00	1.37	1.37	0.00	1.26	1.26	2,777.69
Mass Grading On Road Diesel	8.24	104.40	42.14	0.12	0.42	4.53	4.96	0.14	4.17	4.31	12,720.46
Mass Grading Worker Trips	0.05	0.09	1.45	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.48

Time Slice 1/1/2010-2/15/2010 Active Days: 32	10.80	118.01	51.92	**0.12**	52.24	5.33	57.57	10.96	4.91	15.87	15,653.57
Mass Grading 11/01/2009-02/15/2010	10.80	118.01	51.92	0.12	52.24	5.33	57.57	10.96	4.91	15.87	15,653.57
Mass Grading Dust	0.00	0.00	0.00	0.00	51.81	0.00	51.81	10.82	0.00	10.82	0.00
Mass Grading Off Road Diesel	3.08	22.61	12.13	0.00	0.00	1.28	1.28	0.00	1.18	1.18	2,777.69
Mass Grading On Road Diesel	7.67	95.32	38.43	0.12	0.42	4.05	4.47	0.14	3.72	3.86	12,720.46
Mass Grading Worker Trips	0.04	0.08	1.36	0.00	0.01	0.00	0.01	0.00	0.00	0.01	155.43
Time Slice 2/16/2010-12/31/2010 Active Days: 229	4.41	22.55	48.95	0.05	0.22	1.79	2.00	0.08	1.63	1.71	6,633.21
Building 02/16/2010-01/08/2011	4.41	22.55	48.95	0.05	0.22	1.79	2.00	0.08	1.63	1.71	6,633.21
Building Off Road Diesel	2.85	15.25	10.93	0.00	0.00	1.45	1.45	0.00	1.34	1.34	1,802.64
Building Vendor Trips	0.48	5.30	4.42	0.01	0.03	0.23	0.26	0.01	0.21	0.22	988.94
Building Worker Trips	1.08	2.00	33.60	0.04	0.18	0.10	0.29	0.07	0.09	0.15	3,841.63
Time Slice 1/3/2011-1/7/2011 Active Days: 5	4.06	20.91	46.17	0.05	0.22	1.68	1.90	0.08	1.54	1.62	6,632.41
Building 02/16/2010-01/08/2011	4.06	20.91	46.17	0.05	0.22	1.68	1.90	0.08	1.54	1.62	6,632.41
Building Off Road Diesel	2.63	14.29	10.73	0.00	0.00	1.37	1.37	0.00	1.26	1.26	1,802.64
Building Vendor Trips	0.45	4.79	4.10	0.01	0.03	0.20	0.24	0.01	0.19	0.20	988.96
Building Worker Trips	0.98	1.83	31.34	0.04	0.18	0.10	0.29	0.07	0.09	0.15	3,840.80
Time Slice 1/24/2011-8/24/2011 Active Days: 153	**67.61**	0.05	0.80	0.00	0.00	0.00	0.01	0.00	0.00	0.00	98.06
Coating 01/24/2011-08/24/2011	67.61	0.05	0.80	0.00	0.00	0.00	0.01	0.00	0.00	0.00	98.06
Architectural Coating	67.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.03	0.05	0.80	0.00	0.00	0.00	0.01	0.00	0.00	0.00	98.06

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Demolition 9/1/2008 - 9/8/2008 - Phase 1 Demo

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Demolition 12/18/2008 - 1/1/2009 - Phase 2 Demo

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Demolition 10/1/2009 - 10/31/2009 - Phase 3 Demo

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Fine Grading 9/9/2008 - 9/16/2008 - Phase 1 Grading

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Mass Grading 1/2/2009 - 2/23/2009 - Phase 2 Grading

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Rubber Tired Loaders, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Excavators, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Mass Grading 11/1/2009 - 2/15/2010 - Phase 3 Grading

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Rubber Tired Loaders, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Building Construction 9/17/2008 - 12/17/2008 - Phase 1 Grade +2-level ParkingConstruction

For Cranes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

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The following mitigation measures apply to Phase: Building Construction 2/24/2009 - 9/30/2009 - Phase 2 7-Story Parking Structure Construction

For Cranes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Building Construction 2/16/2010 - 1/8/2011 - Phase 3 Subterr. Parking, mall retail construction

For Cranes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: J:\Projects\Sherman Oaks Fashion Square Noise Monitoring 2006-127\AQN\Construction\Construction.urb924

Project Name: Sherman Oaks Fashion Square Construction

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

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Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2008 TOTALS (tons/year unmitigated)	0.20	1.36	1.97	0.00	0.34	0.08	0.42	0.07	0.08	0.15	256.55
2008 TOTALS (tons/year mitigated)	0.20	1.36	1.97	0.00	0.26	0.08	0.34	0.06	0.08	0.13	256.55
Percent Reduction	0.00	0.00	0.00	0.00	23.30	0.00	18.64	22.97	0.00	11.03	0.00
2009 TOTALS (tons/year unmitigated)	0.83	7.41	6.25	0.01	3.36	0.38	3.74	0.71	0.35	1.06	1,124.41
2009 TOTALS (tons/year mitigated)	0.83	7.41	6.25	0.01	1.88	0.38	2.26	0.40	0.35	0.75	1,124.41
Percent Reduction	0.00	0.00	0.00	0.00	43.99	0.00	39.50	43.73	0.00	29.21	0.00
2010 TOTALS (tons/year unmitigated)	0.68	5.03	6.44	0.01	1.63	0.29	1.92	0.35	0.27	0.61	1,009.96
2010 TOTALS (tons/year mitigated)	0.68	5.03	6.44	0.01	0.86	0.29	1.15	0.18	0.27	0.45	1,009.96
Percent Reduction	0.00	0.00	0.00	0.00	47.25	0.00	40.13	46.64	0.00	26.36	0.00
2011 TOTALS (tons/year unmitigated)	5.18	0.07	0.18	0.00	0.00	0.00	0.01	0.00	0.00	0.00	24.08
2011 TOTALS (tons/year mitigated)	5.18	0.07	0.18	0.00	0.00	0.00	0.01	0.00	0.00	0.00	24.08
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

2008	0.20	1.36	1.97	0.00	0.34	0.08	0.42	0.07	0.08	0.15	256.55
Demolition 09/01/2008-09/08/2008	0.01	0.11	0.05	0.00	0.06	0.01	0.07	0.01	0.01	0.02	12.34
Fugitive Dust	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00
Demo Off Road Diesel	0.00	0.04	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.67
Demo On Road Diesel	0.01	0.07	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.39
Demo Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28
Fine Grading 09/09/2008-09/16/2008	0.01	0.04	0.02	0.00	0.16	0.00	0.17	0.03	0.00	0.04	3.62
Fine Grading Dust	0.00	0.00	0.00	0.00	0.16	0.00	0.16	0.03	0.00	0.03	0.00
Fine Grading Off Road Diesel	0.01	0.04	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.34
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28
Building 09/17/2008-12/17/2008	0.17	1.01	1.81	0.00	0.01	0.07	0.07	0.00	0.06	0.06	219.00
Building Off Road Diesel	0.11	0.73	0.37	0.00	0.00	0.05	0.05	0.00	0.05	0.05	59.49
Building Vendor Trips	0.02	0.20	0.17	0.00	0.00	0.01	0.01	0.00	0.01	0.01	32.63
Building Worker Trips	0.04	0.08	1.27	0.00	0.01	0.00	0.01	0.00	0.00	0.00	126.88
Demolition 12/18/2008-01/01/2009	0.02	0.20	0.09	0.00	0.11	0.01	0.12	0.02	0.01	0.03	21.59
Fugitive Dust	0.00	0.00	0.00	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00
Demo Off Road Diesel	0.01	0.06	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.12
Demo On Road Diesel	0.01	0.13	0.05	0.00	0.00	0.01	0.01	0.00	0.01	0.01	15.01
Demo Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47
2009	0.83	7.41	6.25	0.01	3.36	0.38	3.74	0.71	0.35	1.06	1,124.41

Demolition 12/18/2008-01/01/2009	0.00	0.02	0.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	2.16
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Off Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.61
Demo On Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50
Demo Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05
Mass Grading 01/02/2009-02/23/2009	0.16	1.78	0.76	0.00	0.87	0.08	0.95	0.18	0.07	0.26	206.76
Mass Grading Dust	0.00	0.00	0.00	0.00	0.87	0.00	0.87	0.18	0.00	0.18	0.00
Mass Grading Off Road Diesel	0.06	0.53	0.23	0.00	0.00	0.03	0.03	0.00	0.02	0.02	51.39
Mass Grading On Road Diesel	0.10	1.25	0.51	0.00	0.01	0.05	0.06	0.00	0.05	0.05	152.49
Mass Grading Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.88
Building 02/24/2009-09/30/2009	0.37	2.26	4.06	0.00	0.02	0.15	0.17	0.01	0.14	0.14	520.80
Building Off Road Diesel	0.24	1.63	0.87	0.00	0.00	0.12	0.12	0.00	0.11	0.11	141.51
Building Vendor Trips	0.04	0.46	0.37	0.00	0.00	0.02	0.02	0.00	0.02	0.02	77.63
Building Worker Trips	0.09	0.17	2.82	0.00	0.01	0.01	0.02	0.01	0.01	0.01	301.67
Demolition 10/01/2009-10/31/2009	0.04	0.42	0.19	0.00	0.25	0.02	0.27	0.05	0.02	0.07	50.32
Fugitive Dust	0.00	0.00	0.00	0.00	0.03	0.00	0.03	0.01	0.00	0.01	0.00
Demo Off Road Diesel	0.02	0.14	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01	14.04
Demo On Road Diesel	0.02	0.29	0.12	0.00	0.00	0.01	0.01	0.00	0.01	0.01	34.90
Demo Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.37

Mass Grading 11/01/2009-02/15/2010	0.25	2.93	1.23	0.00	2.21	0.13	2.34	0.46	0.12	0.58	344.38
Mass Grading Dust	0.00	0.00	0.00	0.00	2.20	0.00	2.20	0.46	0.00	0.46	0.00
Mass Grading Off Road Diesel	0.07	0.63	0.27	0.00	0.00	0.03	0.03	0.00	0.03	0.03	61.11
Mass Grading On Road Diesel	0.18	2.30	0.93	0.00	0.01	0.10	0.11	0.00	0.09	0.09	279.85
Mass Grading Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.42
2010	0.68	5.03	6.44	0.01	1.63	0.29	1.92	0.35	0.27	0.61	1,009.96
Mass Grading 11/01/2009-02/15/2010	0.17	1.95	0.83	0.00	1.61	0.09	1.69	0.34	0.08	0.41	250.46
Mass Grading Dust	0.00	0.00	0.00	0.00	1.60	0.00	1.60	0.33	0.00	0.33	0.00
Mass Grading Off Road Diesel	0.05	0.43	0.19	0.00	0.00	0.02	0.02	0.00	0.02	0.02	44.44
Mass Grading On Road Diesel	0.12	1.53	0.61	0.00	0.01	0.06	0.07	0.00	0.06	0.06	203.53
Mass Grading Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.49
Building 02/16/2010-01/08/2011	0.50	3.08	5.60	0.01	0.02	0.20	0.23	0.01	0.19	0.20	759.50
Building Off Road Diesel	0.33	2.24	1.25	0.00	0.00	0.17	0.17	0.00	0.15	0.15	206.40
Building Vendor Trips	0.06	0.61	0.51	0.00	0.00	0.03	0.03	0.00	0.02	0.03	113.23
Building Worker Trips	0.12	0.23	3.85	0.00	0.02	0.01	0.03	0.01	0.01	0.02	439.87
2011	5.18	0.07	0.18	0.00	0.00	0.00	0.01	0.00	0.00	0.00	24.08
Building 02/16/2010-01/08/2011	0.01	0.06	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.58
Building Off Road Diesel	0.01	0.05	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.51
Building Vendor Trips	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.47
Building Worker Trips	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.60
Coating 01/24/2011-08/24/2011	5.17	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.50
Architectural Coating	5.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.50

Phase Assumptions

Phase: Demolition 9/1/2008 - 9/8/2008 - Phase 1 Demo

Building Volume Total (cubic feet): 95000

Building Volume Daily (cubic feet): 47500

On Road Truck Travel (VMT): 659.72

Off-Road Equipment:

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Demolition 12/18/2008 - 1/1/2009 - Phase 2 Demo

Building Volume Total (cubic feet): 163200

Building Volume Daily (cubic feet): 51000

On Road Truck Travel (VMT): 708.33

Off-Road Equipment:

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Demolition 10/1/2009 - 10/31/2009 - Phase 3 Demo

Building Volume Total (cubic feet): 676255.2

Building Volume Daily (cubic feet): 53904.4

On Road Truck Travel (VMT): 748.67

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 9/9/2008 - 9/16/2008 - Phase 1 Grading

Total Acres Disturbed: 12.86

Maximum Daily Acreage Disturbed: 2.73

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Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 1/2/2009 - 2/23/2009 - Phase 2 Grading

Total Acres Disturbed: 12.86

Maximum Daily Acreage Disturbed: 2.34

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 1944.79

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 11/1/2009 - 2/15/2010 - Phase 3 Grading

Total Acres Disturbed: 12.86

Maximum Daily Acreage Disturbed: 5

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 3001.24

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Building Construction 9/17/2008 - 12/17/2008 - Phase 1 Grade +2-level ParkingConstruction
Off-Road Equipment:
1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day
2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
2 Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day
2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Building Construction 2/24/2009 - 9/30/2009 - Phase 2 7-Story Parking Structure Construction
Off-Road Equipment:
1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day
2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
2 Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day
2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Building Construction 2/16/2010 - 1/8/2011 - Phase 3 Subterr. Parking, mall retail construction
Off-Road Equipment:
1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day
2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
2 Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day
2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 1/24/2011 - 8/24/2011 - Phase 3 Coating
Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100
Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50
Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250
Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100
Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

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Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2008	0.20	1.36	1.97	0.00	0.26	0.08	0.34	0.06	0.08	0.13	256.55
Demolition 09/01/2008-09/08/2008	0.01	0.11	0.05	0.00	0.06	0.01	0.07	0.01	0.01	0.02	12.34
Fugitive Dust	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00
Demo Off Road Diesel	0.00	0.04	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.67
Demo On Road Diesel	0.01	0.07	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.39
Demo Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28
Fine Grading 09/09/2008-09/16/2008	0.01	0.04	0.02	0.00	0.08	0.00	0.09	0.02	0.00	0.02	3.62
Fine Grading Dust	0.00	0.00	0.00	0.00	0.08	0.00	0.08	0.02	0.00	0.02	0.00
Fine Grading Off Road Diesel	0.01	0.04	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.34
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28
Building 09/17/2008-12/17/2008	0.17	1.01	1.81	0.00	0.01	0.07	0.07	0.00	0.06	0.06	219.00
Building Off Road Diesel	0.11	0.73	0.37	0.00	0.00	0.05	0.05	0.00	0.05	0.05	59.49
Building Vendor Trips	0.02	0.20	0.17	0.00	0.00	0.01	0.01	0.00	0.01	0.01	32.63
Building Worker Trips	0.04	0.08	1.27	0.00	0.01	0.00	0.01	0.00	0.00	0.00	126.88

Demolition 12/18/2008-01/01/2009	0.02	0.20	0.09	0.00	0.11	0.01	0.12	0.02	0.01	0.03	21.59
Fugitive Dust	0.00	0.00	0.00	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00
Demo Off Road Diesel	0.01	0.06	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.12
Demo On Road Diesel	0.01	0.13	0.05	0.00	0.00	0.01	0.01	0.00	0.01	0.01	15.01
Demo Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47
2009	0.83	7.41	6.25	0.01	1.88	0.38	2.26	0.40	0.35	0.75	1,124.41
Demolition 12/18/2008-01/01/2009	0.00	0.02	0.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	2.16
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Off Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.61
Demo On Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50
Demo Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05
Mass Grading 01/02/2009-02/23/2009	0.16	1.78	0.76	0.00	0.45	0.08	0.53	0.10	0.07	0.17	206.76
Mass Grading Dust	0.00	0.00	0.00	0.00	0.45	0.00	0.45	0.09	0.00	0.09	0.00
Mass Grading Off Road Diesel	0.06	0.53	0.23	0.00	0.00	0.03	0.03	0.00	0.02	0.02	51.39
Mass Grading On Road Diesel	0.10	1.25	0.51	0.00	0.01	0.05	0.06	0.00	0.05	0.05	152.49
Mass Grading Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.88
Building 02/24/2009-09/30/2009	0.37	2.26	4.06	0.00	0.02	0.15	0.17	0.01	0.14	0.14	520.80
Building Off Road Diesel	0.24	1.63	0.87	0.00	0.00	0.12	0.12	0.00	0.11	0.11	141.51
Building Vendor Trips	0.04	0.46	0.37	0.00	0.00	0.02	0.02	0.00	0.02	0.02	77.63
Building Worker Trips	0.09	0.17	2.82	0.00	0.01	0.01	0.02	0.01	0.01	0.01	301.67

Demolition 10/01/2009-10/31/2009	0.04	0.42	0.19	0.00	0.25	0.02	0.27	0.05	0.02	0.07	50.32
Fugitive Dust	0.00	0.00	0.00	0.00	0.03	0.00	0.03	0.01	0.00	0.01	0.00
Demo Off Road Diesel	0.02	0.14	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01	14.04
Demo On Road Diesel	0.02	0.29	0.12	0.00	0.00	0.01	0.01	0.00	0.01	0.01	34.90
Demo Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.37
Mass Grading 11/01/2009-02/15/2010	0.25	2.93	1.23	0.00	1.15	0.13	1.28	0.24	0.12	0.36	344.38
Mass Grading Dust	0.00	0.00	0.00	0.00	1.14	0.00	1.14	0.24	0.00	0.24	0.00
Mass Grading Off Road Diesel	0.07	0.63	0.27	0.00	0.00	0.03	0.03	0.00	0.03	0.03	61.11
Mass Grading On Road Diesel	0.18	2.30	0.93	0.00	0.01	0.10	0.11	0.00	0.09	0.09	279.85
Mass Grading Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.42
2010	0.68	5.03	6.44	0.01	0.86	0.29	1.15	0.18	0.27	0.45	1,009.96
Mass Grading 11/01/2009-02/15/2010	0.17	1.95	0.83	0.00	0.84	0.09	0.92	0.18	0.08	0.25	250.46
Mass Grading Dust	0.00	0.00	0.00	0.00	0.83	0.00	0.83	0.17	0.00	0.17	0.00
Mass Grading Off Road Diesel	0.05	0.43	0.19	0.00	0.00	0.02	0.02	0.00	0.02	0.02	44.44
Mass Grading On Road Diesel	0.12	1.53	0.61	0.00	0.01	0.06	0.07	0.00	0.06	0.06	203.53
Mass Grading Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.49
Building 02/16/2010-01/08/2011	0.50	3.08	5.60	0.01	0.02	0.20	0.23	0.01	0.19	0.20	759.50
Building Off Road Diesel	0.33	2.24	1.25	0.00	0.00	0.17	0.17	0.00	0.15	0.15	206.40
Building Vendor Trips	0.06	0.61	0.51	0.00	0.00	0.03	0.03	0.00	0.02	0.03	113.23
Building Worker Trips	0.12	0.23	3.85	0.00	0.02	0.01	0.03	0.01	0.01	0.02	439.87

2011	5.18	0.07	0.18	0.00	0.00	0.00	0.01	0.00	0.00	0.00	24.08
Building 02/16/2010-01/08/2011	0.01	0.06	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.58
Building Off Road Diesel	0.01	0.05	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.51
Building Vendor Trips	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.47
Building Worker Trips	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.60
Coating 01/24/2011-08/24/2011	5.17	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.50
Architectural Coating	5.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.50

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 9/9/2008 - 9/16/2008 - Phase 1 Grading

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

The following mitigation measures apply to Phase: Mass Grading 1/2/2009 - 2/23/2009 - Phase 2 Grading

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

The following mitigation measures apply to Phase: Mass Grading 11/1/2009 - 2/15/2010 - Phase 3 Grading

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: J:\Projects\Sherman Oaks Fashion Square Noise Monitoring 2006-127\AQN\Construction\construction-mitigated.urb924

Project Name: Sherman Oaks Fashion Square Construction

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

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Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2008 TOTALS (tons/year unmitigated)	0.20	1.36	1.97	0.00	0.34	0.08	0.42	0.07	0.08	0.15	256.55
2008 TOTALS (tons/year mitigated)	0.20	1.17	1.97	0.00	0.26	0.08	0.34	0.06	0.08	0.13	256.55
Percent Reduction	0.00	14.09	0.00	0.00	23.30	0.00	18.64	22.97	0.00	11.03	0.00
2009 TOTALS (tons/year unmitigated)	0.83	7.41	6.25	0.01	3.36	0.38	3.74	0.71	0.35	1.06	1,124.41
2009 TOTALS (tons/year mitigated)	0.83	6.80	6.25	0.01	1.88	0.38	2.26	0.40	0.35	0.75	1,124.41
Percent Reduction	0.00	8.25	0.00	0.00	43.99	0.00	39.50	43.73	0.00	29.21	0.00
2010 TOTALS (tons/year unmitigated)	0.68	5.03	6.44	0.01	1.63	0.29	1.92	0.35	0.27	0.61	1,009.96
2010 TOTALS (tons/year mitigated)	0.68	4.47	6.44	0.01	0.86	0.29	1.15	0.18	0.27	0.45	1,009.96
Percent Reduction	0.00	11.17	0.00	0.00	47.25	0.00	40.13	46.64	0.00	26.36	0.00
2011 TOTALS (tons/year unmitigated)	5.18	0.07	0.18	0.00	0.00	0.00	0.01	0.00	0.00	0.00	24.08
2011 TOTALS (tons/year mitigated)	5.18	0.06	0.18	0.00	0.00	0.00	0.01	0.00	0.00	0.00	24.08
Percent Reduction	0.00	15.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2

2008	0.20	1.36	1.97	0.00	0.34	0.08	0.42	0.07	0.08	0.15	256.55
Demolition 09/01/2008-09/08/2008	0.01	0.11	0.05	0.00	0.06	0.01	0.07	0.01	0.01	0.02	12.34
Fugitive Dust	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00
Demo Off Road Diesel	0.00	0.04	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.67
Demo On Road Diesel	0.01	0.07	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.39
Demo Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28
Fine Grading 09/09/2008-09/16/2008	0.01	0.04	0.02	0.00	0.16	0.00	0.17	0.03	0.00	0.04	3.62
Fine Grading Dust	0.00	0.00	0.00	0.00	0.16	0.00	0.16	0.03	0.00	0.03	0.00
Fine Grading Off Road Diesel	0.01	0.04	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.34
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28
Building 09/17/2008-12/17/2008	0.17	1.01	1.81	0.00	0.01	0.07	0.07	0.00	0.06	0.06	219.00
Building Off Road Diesel	0.11	0.73	0.37	0.00	0.00	0.05	0.05	0.00	0.05	0.05	59.49
Building Vendor Trips	0.02	0.20	0.17	0.00	0.00	0.01	0.01	0.00	0.01	0.01	32.63
Building Worker Trips	0.04	0.08	1.27	0.00	0.01	0.00	0.01	0.00	0.00	0.00	126.88
Demolition 12/18/2008-01/01/2009	0.02	0.20	0.09	0.00	0.11	0.01	0.12	0.02	0.01	0.03	21.59
Fugitive Dust	0.00	0.00	0.00	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00
Demo Off Road Diesel	0.01	0.06	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.12
Demo On Road Diesel	0.01	0.13	0.05	0.00	0.00	0.01	0.01	0.00	0.01	0.01	15.01
Demo Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47
2009	0.83	7.41	6.25	0.01	3.36	0.38	3.74	0.71	0.35	1.06	1,124.41

Demolition 12/18/2008-01/01/2009	0.00	0.02	0.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	2.16
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Off Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.61
Demo On Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50
Demo Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05
Mass Grading 01/02/2009-02/23/2009	0.16	1.78	0.76	0.00	0.87	0.08	0.95	0.18	0.07	0.26	206.76
Mass Grading Dust	0.00	0.00	0.00	0.00	0.87	0.00	0.87	0.18	0.00	0.18	0.00
Mass Grading Off Road Diesel	0.06	0.53	0.23	0.00	0.00	0.03	0.03	0.00	0.02	0.02	51.39
Mass Grading On Road Diesel	0.10	1.25	0.51	0.00	0.01	0.05	0.06	0.00	0.05	0.05	152.49
Mass Grading Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.88
Building 02/24/2009-09/30/2009	0.37	2.26	4.06	0.00	0.02	0.15	0.17	0.01	0.14	0.14	520.80
Building Off Road Diesel	0.24	1.63	0.87	0.00	0.00	0.12	0.12	0.00	0.11	0.11	141.51
Building Vendor Trips	0.04	0.46	0.37	0.00	0.00	0.02	0.02	0.00	0.02	0.02	77.63
Building Worker Trips	0.09	0.17	2.82	0.00	0.01	0.01	0.02	0.01	0.01	0.01	301.67
Demolition 10/01/2009-10/31/2009	0.04	0.42	0.19	0.00	0.25	0.02	0.27	0.05	0.02	0.07	50.32
Fugitive Dust	0.00	0.00	0.00	0.00	0.03	0.00	0.03	0.01	0.00	0.01	0.00
Demo Off Road Diesel	0.02	0.14	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01	14.04
Demo On Road Diesel	0.02	0.29	0.12	0.00	0.00	0.01	0.01	0.00	0.01	0.01	34.90
Demo Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.37

Mass Grading 11/01/2009-02/15/2010	0.25	2.93	1.23	0.00	2.21	0.13	2.34	0.46	0.12	0.58	344.38
Mass Grading Dust	0.00	0.00	0.00	0.00	2.20	0.00	2.20	0.46	0.00	0.46	0.00
Mass Grading Off Road Diesel	0.07	0.63	0.27	0.00	0.00	0.03	0.03	0.00	0.03	0.03	61.11
Mass Grading On Road Diesel	0.18	2.30	0.93	0.00	0.01	0.10	0.11	0.00	0.09	0.09	279.85
Mass Grading Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.42
2010	0.68	5.03	6.44	0.01	1.63	0.29	1.92	0.35	0.27	0.61	1,009.96
Mass Grading 11/01/2009-02/15/2010	0.17	1.95	0.83	0.00	1.61	0.09	1.69	0.34	0.08	0.41	250.46
Mass Grading Dust	0.00	0.00	0.00	0.00	1.60	0.00	1.60	0.33	0.00	0.33	0.00
Mass Grading Off Road Diesel	0.05	0.43	0.19	0.00	0.00	0.02	0.02	0.00	0.02	0.02	44.44
Mass Grading On Road Diesel	0.12	1.53	0.61	0.00	0.01	0.06	0.07	0.00	0.06	0.06	203.53
Mass Grading Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.49
Building 02/16/2010-01/08/2011	0.50	3.08	5.60	0.01	0.02	0.20	0.23	0.01	0.19	0.20	759.50
Building Off Road Diesel	0.33	2.24	1.25	0.00	0.00	0.17	0.17	0.00	0.15	0.15	206.40
Building Vendor Trips	0.06	0.61	0.51	0.00	0.00	0.03	0.03	0.00	0.02	0.03	113.23
Building Worker Trips	0.12	0.23	3.85	0.00	0.02	0.01	0.03	0.01	0.01	0.02	439.87
2011	5.18	0.07	0.18	0.00	0.00	0.00	0.01	0.00	0.00	0.00	24.08
Building 02/16/2010-01/08/2011	0.01	0.06	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.58
Building Off Road Diesel	0.01	0.05	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.51
Building Vendor Trips	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.47
Building Worker Trips	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.60
Coating 01/24/2011-08/24/2011	5.17	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.50
Architectural Coating	5.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.50

Phase Assumptions

Phase: Demolition 9/1/2008 - 9/8/2008 - Phase 1 Demo

Building Volume Total (cubic feet): 95000

Building Volume Daily (cubic feet): 47500

On Road Truck Travel (VMT): 659.72

Off-Road Equipment:

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Demolition 12/18/2008 - 1/1/2009 - Phase 2 Demo

Building Volume Total (cubic feet): 163200

Building Volume Daily (cubic feet): 51000

On Road Truck Travel (VMT): 708.33

Off-Road Equipment:

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Demolition 10/1/2009 - 10/31/2009 - Phase 3 Demo

Building Volume Total (cubic feet): 676255.2

Building Volume Daily (cubic feet): 53904.4

On Road Truck Travel (VMT): 748.67

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 9/9/2008 - 9/16/2008 - Phase 1 Grading

Total Acres Disturbed: 12.86

Maximum Daily Acreage Disturbed: 2.73

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Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 1/2/2009 - 2/23/2009 - Phase 2 Grading

Total Acres Disturbed: 12.86

Maximum Daily Acreage Disturbed: 2.34

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 1944.79

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 11/1/2009 - 2/15/2010 - Phase 3 Grading

Total Acres Disturbed: 12.86

Maximum Daily Acreage Disturbed: 5

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 3001.24

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Building Construction 9/17/2008 - 12/17/2008 - Phase 1 Grade +2-level ParkingConstruction
Off-Road Equipment:
1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day
2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
2 Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day
2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Building Construction 2/24/2009 - 9/30/2009 - Phase 2 7-Story Parking Structure Construction
Off-Road Equipment:
1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day
2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
2 Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day
2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Building Construction 2/16/2010 - 1/8/2011 - Phase 3 Subterr. Parking, mall retail construction
Off-Road Equipment:
1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day
2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
2 Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day
2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 1/24/2011 - 8/24/2011 - Phase 3 Coating
Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100
Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50
Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250
Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100
Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

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Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5	CO2
2008	0.20	1.17	1.97	0.00	0.26	0.08	0.34	0.06	0.08	0.13	256.55
Demolition 09/01/2008-09/08/2008	0.01	0.10	0.05	0.00	0.06	0.01	0.07	0.01	0.01	0.02	12.34
Fugitive Dust	0.00	0.00	0.00	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00
Demo Off Road Diesel	0.00	0.03	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.67
Demo On Road Diesel	0.01	0.07	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.39
Demo Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28
Fine Grading 09/09/2008-09/16/2008	0.01	0.03	0.02	0.00	0.08	0.00	0.09	0.02	0.00	0.02	3.62
Fine Grading Dust	0.00	0.00	0.00	0.00	0.08	0.00	0.08	0.02	0.00	0.02	0.00
Fine Grading Off Road Diesel	0.01	0.03	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.34
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28
Building 09/17/2008-12/17/2008	0.17	0.85	1.81	0.00	0.01	0.07	0.07	0.00	0.06	0.06	219.00
Building Off Road Diesel	0.11	0.57	0.37	0.00	0.00	0.05	0.05	0.00	0.05	0.05	59.49
Building Vendor Trips	0.02	0.20	0.17	0.00	0.00	0.01	0.01	0.00	0.01	0.01	32.63
Building Worker Trips	0.04	0.08	1.27	0.00	0.01	0.00	0.01	0.00	0.00	0.00	126.88

Demolition 12/18/2008-01/01/2009	0.02	0.18	0.09	0.00	0.11	0.01	0.12	0.02	0.01	0.03	21.59
Fugitive Dust	0.00	0.00	0.00	0.00	0.02	0.00	0.02	0.00	0.00	0.00	0.00
Demo Off Road Diesel	0.01	0.05	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.12
Demo On Road Diesel	0.01	0.13	0.05	0.00	0.00	0.01	0.01	0.00	0.01	0.01	15.01
Demo Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47
2009	0.83	6.80	6.25	0.01	1.88	0.38	2.26	0.40	0.35	0.75	1,124.41
Demolition 12/18/2008-01/01/2009	0.00	0.02	0.01	0.00	0.01	0.00	0.01	0.00	0.00	0.00	2.16
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Off Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.61
Demo On Road Diesel	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50
Demo Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05
Mass Grading 01/02/2009-02/23/2009	0.16	1.66	0.76	0.00	0.45	0.08	0.53	0.10	0.07	0.17	206.76
Mass Grading Dust	0.00	0.00	0.00	0.00	0.45	0.00	0.45	0.09	0.00	0.09	0.00
Mass Grading Off Road Diesel	0.06	0.40	0.23	0.00	0.00	0.03	0.03	0.00	0.02	0.02	51.39
Mass Grading On Road Diesel	0.10	1.25	0.51	0.00	0.01	0.05	0.06	0.00	0.05	0.05	152.49
Mass Grading Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.88
Building 02/24/2009-09/30/2009	0.37	1.90	4.06	0.00	0.02	0.15	0.17	0.01	0.14	0.14	520.80
Building Off Road Diesel	0.24	1.27	0.87	0.00	0.00	0.12	0.12	0.00	0.11	0.11	141.51
Building Vendor Trips	0.04	0.46	0.37	0.00	0.00	0.02	0.02	0.00	0.02	0.02	77.63
Building Worker Trips	0.09	0.17	2.82	0.00	0.01	0.01	0.02	0.01	0.01	0.01	301.67

Demolition 10/01/2009-10/31/2009	0.04	0.40	0.19	0.00	0.25	0.02	0.27	0.05	0.02	0.07	50.32
Fugitive Dust	0.00	0.00	0.00	0.00	0.03	0.00	0.03	0.01	0.00	0.01	0.00
Demo Off Road Diesel	0.02	0.11	0.06	0.00	0.00	0.01	0.01	0.00	0.01	0.01	14.04
Demo On Road Diesel	0.02	0.29	0.12	0.00	0.00	0.01	0.01	0.00	0.01	0.01	34.90
Demo Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.37
Mass Grading 11/01/2009-02/15/2010	0.25	2.83	1.23	0.00	1.15	0.13	1.28	0.24	0.12	0.36	344.38
Mass Grading Dust	0.00	0.00	0.00	0.00	1.14	0.00	1.14	0.24	0.00	0.24	0.00
Mass Grading Off Road Diesel	0.07	0.53	0.27	0.00	0.00	0.03	0.03	0.00	0.03	0.03	61.11
Mass Grading On Road Diesel	0.18	2.30	0.93	0.00	0.01	0.10	0.11	0.00	0.09	0.09	279.85
Mass Grading Worker Trips	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.42
2010	0.68	4.47	6.44	0.01	0.86	0.29	1.15	0.18	0.27	0.45	1,009.96
Mass Grading 11/01/2009-02/15/2010	0.17	1.89	0.83	0.00	0.84	0.09	0.92	0.18	0.08	0.25	250.46
Mass Grading Dust	0.00	0.00	0.00	0.00	0.83	0.00	0.83	0.17	0.00	0.17	0.00
Mass Grading Off Road Diesel	0.05	0.36	0.19	0.00	0.00	0.02	0.02	0.00	0.02	0.02	44.44
Mass Grading On Road Diesel	0.12	1.53	0.61	0.00	0.01	0.06	0.07	0.00	0.06	0.06	203.53
Mass Grading Worker Trips	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.49
Building 02/16/2010-01/08/2011	0.50	2.58	5.60	0.01	0.02	0.20	0.23	0.01	0.19	0.20	759.50
Building Off Road Diesel	0.33	1.75	1.25	0.00	0.00	0.17	0.17	0.00	0.15	0.15	206.40
Building Vendor Trips	0.06	0.61	0.51	0.00	0.00	0.03	0.03	0.00	0.02	0.03	113.23
Building Worker Trips	0.12	0.23	3.85	0.00	0.02	0.01	0.03	0.01	0.01	0.02	439.87

2011	5.18	0.06	0.18	0.00	0.00	0.00	0.01	0.00	0.00	0.00	24.08
Building 02/16/2010-01/08/2011	0.01	0.05	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.58
Building Off Road Diesel	0.01	0.04	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.51
Building Vendor Trips	0.00	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.47
Building Worker Trips	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.60
Coating 01/24/2011-08/24/2011	5.17	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.50
Architectural Coating	5.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.50

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Demolition 9/1/2008 - 9/8/2008 - Phase 1 Demo

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Demolition 12/18/2008 - 1/1/2009 - Phase 2 Demo

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Demolition 10/1/2009 - 10/31/2009 - Phase 3 Demo

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Fine Grading 9/9/2008 - 9/16/2008 - Phase 1 Grading

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Mass Grading 1/2/2009 - 2/23/2009 - Phase 2 Grading

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Rubber Tired Loaders, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Excavators, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Mass Grading 11/1/2009 - 2/15/2010 - Phase 3 Grading

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Rubber Tired Loaders, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Building Construction 9/17/2008 - 12/17/2008 - Phase 1 Grade +2-level ParkingConstruction

For Cranes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Building Construction 2/24/2009 - 9/30/2009 - Phase 2 7-Story Parking Structure Construction

For Cranes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

The following mitigation measures apply to Phase: Building Construction 2/16/2010 - 1/8/2011 - Phase 3 Subterr. Parking, mall retail construction

For Cranes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

For Tractors/Loaders/Backhoes, the Diesel Oxidation Catalyst 40% mitigation reduces emissions by:

NOX: 40%

Appendix E

Operational Emission Calculations and Output Files

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: J:\Projects\Sherman Oaks Fashion Square Noise Monitoring 2006-127\AQN\Operations\Revised Operational\Existing Weekday Operational.urb924

Project Name: Sherman Oaks Existing Weekday Operations

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.13	1.53	1.56	0.00	0.00	0.00	1,835.95

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	18.31	25.13	209.20	0.22	38.46	7.50	22,409.77

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	18.44	26.66	210.76	0.22	38.46	7.50	24,245.72

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.11	1.53	1.28	0.00	0.00	0.00	1,835.44
Hearth							
Landscape	0.02	0.00	0.28	0.00	0.00	0.00	0.51
Consumer Products	0.00						
Architectural Coatings							
TOTALS (tons/year, unmitigated)	0.13	1.53	1.56	0.00	0.00	0.00	1,835.95

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Regnl shop. center	18.31	25.13	209.20	0.22	38.46	7.50	22,409.77
TOTALS (tons/year, unmitigated)	18.31	25.13	209.20	0.22	38.46	7.50	22,409.77

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Regnl shop. center		28.70	1000 sq ft	867.00	24,882.90	121,926.22
					24,882.90	121,926.22

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	4.9	4.9	4.9	4.9	4.9	4.9

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Regnl shop. center				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: J:\Projects\Sherman Oaks Fashion Square Noise Monitoring 2006-127\AQN\Operations\Revised Operational\Existing Weekday Operational.urb924

Project Name: Sherman Oaks Existing Weekday Operations

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	0.73	8.40	8.59	0.00	0.03	0.02	10,060.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	97.75	129.13	1,147.78	1.29	210.76	41.11	126,763.98

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	98.48	137.53	1,156.37	1.29	210.79	41.13	136,823.99

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.61	8.38	7.04	0.00	0.02	0.01	10,057.20
Hearth							
Landscape	0.12	0.02	1.55	0.00	0.01	0.01	2.81
Consumer Products	0.00						
Architectural Coatings							
TOTALS (lbs/day, unmitigated)	0.73	8.40	8.59	0.00	0.03	0.02	10,060.01

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Regnl shop. center	97.75	129.13	1,147.78	1.29	210.76	41.11	126,763.98
TOTALS (lbs/day, unmitigated)	97.75	129.13	1,147.78	1.29	210.76	41.11	126,763.98

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Regnl shop. center		28.70	1000 sq ft	867.00	24,882.90	121,926.22
					24,882.90	121,926.22

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	4.9	4.9	4.9	4.9	4.9	4.9

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Regnl shop. center				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: J:\Projects\Sherman Oaks Fashion Square Noise Monitoring 2006-127\AQN\Operations\Revised Operational\Existing Weekday Operational.urb924

Project Name: Sherman Oaks Existing Weekday Operations

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	0.61	8.38	7.04	0.00	0.02	0.01	10,057.20

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	105.49	154.83	1,143.28	1.08	210.76	41.11	114,851.86

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	106.10	163.21	1,150.32	1.08	210.78	41.12	124,909.06

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.61	8.38	7.04	0.00	0.02	0.01	10,057.20
Hearth							
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings							
TOTALS (lbs/day, unmitigated)	0.61	8.38	7.04	0.00	0.02	0.01	10,057.20

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Regnl shop. center	105.49	154.83	1,143.28	1.08	210.76	41.11	114,851.86
TOTALS (lbs/day, unmitigated)	105.49	154.83	1,143.28	1.08	210.76	41.11	114,851.86

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Regnl shop. center		28.70	1000 sq ft	867.00	24,882.90	121,926.22
					24,882.90	121,926.22

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	4.9	4.9	4.9	4.9	4.9	4.9

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Regnl shop. center				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: J:\Projects\Sherman Oaks Fashion Square Noise Monitoring 2006-127\AQN\Operations\Revised Operational\Proposed Weekday Operational.urb924

Project Name: Sherman Oaks Proposed Weekday Operations

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.17	2.02	1.98	0.00	0.00	0.00	2,428.71

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	22.07	30.14	250.91	0.27	46.13	9.00	26,878.63

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	22.24	32.16	252.89	0.27	46.13	9.00	29,307.34

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.15	2.02	1.70	0.00	0.00	0.00	2,428.20
Hearth							
Landscape	0.02	0.00	0.28	0.00	0.00	0.00	0.51
Consumer Products	0.00						
Architectural Coatings							
TOTALS (tons/year, unmitigated)	0.17	2.02	1.98	0.00	0.00	0.00	2,428.71

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Regnl shop. center	22.07	30.14	250.91	0.27	46.13	9.00	26,878.63
TOTALS (tons/year, unmitigated)	22.07	30.14	250.91	0.27	46.13	9.00	26,878.63

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Regnl shop. center		26.02	1000 sq ft	1,147.00	29,844.94	146,240.21
					29,844.94	146,240.21

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	4.9	4.9	4.9	4.9	4.9	4.9

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Regnl shop. center				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: J:\Projects\Sherman Oaks Fashion Square Noise Monitoring 2006-127\AQN\Operations\Revised Operational\Proposed Weekday Operational.urb924

Project Name: Sherman Oaks Proposed Weekday Operations

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	0.92	11.11	10.86	0.00	0.03	0.03	13,308.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	117.94	154.88	1,376.67	1.55	252.79	49.31	152,042.70

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	118.86	165.99	1,387.53	1.55	252.82	49.34	165,350.71

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.80	11.09	9.31	0.00	0.02	0.02	13,305.20
Hearth							
Landscape	0.12	0.02	1.55	0.00	0.01	0.01	2.81
Consumer Products	0.00						
Architectural Coatings							
TOTALS (lbs/day, unmitigated)	0.92	11.11	10.86	0.00	0.03	0.03	13,308.01

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Regnl shop. center	117.94	154.88	1,376.67	1.55	252.79	49.31	152,042.70
TOTALS (lbs/day, unmitigated)	117.94	154.88	1,376.67	1.55	252.79	49.31	152,042.70

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Regnl shop. center		26.02	1000 sq ft	1,147.00	29,844.94	146,240.21
					29,844.94	146,240.21

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	4.9	4.9	4.9	4.9	4.9	4.9

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Regnl shop. center				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: J:\Projects\Sherman Oaks Fashion Square Noise Monitoring 2006-127\AQN\Operations\Revised Operational\Proposed Weekday Operational.urb924

Project Name: Sherman Oaks Proposed Weekday Operations

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	0.80	11.09	9.31	0.00	0.02	0.02	13,305.20

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	126.85	185.70	1,371.27	1.29	252.79	49.31	137,755.12

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	127.65	196.79	1,380.58	1.29	252.81	49.33	151,060.32

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.80	11.09	9.31	0.00	0.02	0.02	13,305.20
Hearth							
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings							
TOTALS (lbs/day, unmitigated)	0.80	11.09	9.31	0.00	0.02	0.02	13,305.20

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Regnl shop. center	126.85	185.70	1,371.27	1.29	252.79	49.31	137,755.12
TOTALS (lbs/day, unmitigated)	126.85	185.70	1,371.27	1.29	252.79	49.31	137,755.12

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

3/5/2008 12:04:51 PM

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Regnl shop. center		26.02	1000 sq ft	1,147.00	29,844.94	146,240.21
					29,844.94	146,240.21

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	4.9	4.9	4.9	4.9	4.9	4.9

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Regnl shop. center				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: J:\Projects\Sherman Oaks Fashion Square Noise Monitoring 2006-127\AQN\Operations\Revised Operational\Existing Weekend Operational.urb924

Project Name: Sherman Oaks Existing Weekend Operations

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.13	1.53	1.56	0.00	0.00	0.00	1,835.95

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	23.60	32.75	272.61	0.29	50.12	9.78	29,202.98

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	23.73	34.28	274.17	0.29	50.12	9.78	31,038.93

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.11	1.53	1.28	0.00	0.00	0.00	1,835.44
Hearth							
Landscape	0.02	0.00	0.28	0.00	0.00	0.00	0.51
Consumer Products	0.00						
Architectural Coatings							
TOTALS (tons/year, unmitigated)	0.13	1.53	1.56	0.00	0.00	0.00	1,835.95

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Regnl shop. center	23.60	32.75	272.61	0.29	50.12	9.78	29,202.98
TOTALS (tons/year, unmitigated)	23.60	32.75	272.61	0.29	50.12	9.78	29,202.98

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

3/5/2008 12:01:03 PM

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Regnl shop. center		37.40	1000 sq ft	867.00	32,425.80	158,886.43
					32,425.80	158,886.43

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	4.9	4.9	4.9	4.9	4.9	4.9

3/5/2008 12:01:03 PM

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Regnl shop. center				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: J:\Projects\Sherman Oaks Fashion Square Noise Monitoring 2006-127\AQN\Operations\Revised Operational\Existing Weekend Operational.urb924

Project Name: Sherman Oaks Existing Weekend Operations

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	0.73	8.40	8.59	0.00	0.03	0.02	10,060.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	125.66	168.28	1,495.72	1.69	274.65	53.57	165,190.69

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	126.39	176.68	1,504.31	1.69	274.68	53.59	175,250.70

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.61	8.38	7.04	0.00	0.02	0.01	10,057.20
Hearth							
Landscape	0.12	0.02	1.55	0.00	0.01	0.01	2.81
Consumer Products	0.00						
Architectural Coatings							
TOTALS (lbs/day, unmitigated)	0.73	8.40	8.59	0.00	0.03	0.02	10,060.01

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Regnl shop. center	125.66	168.28	1,495.72	1.69	274.65	53.57	165,190.69
TOTALS (lbs/day, unmitigated)	125.66	168.28	1,495.72	1.69	274.65	53.57	165,190.69

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

3/5/2008 12:00:36 PM

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Regnl shop. center		37.40	1000 sq ft	867.00	32,425.80	158,886.43
					32,425.80	158,886.43

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	4.9	4.9	4.9	4.9	4.9	4.9

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Regnl shop. center				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: J:\Projects\Sherman Oaks Fashion Square Noise Monitoring 2006-127\AQN\Operations\Revised Operational\Existing Weekend Operational.urb924

Project Name: Sherman Oaks Existing Weekend Operations

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	0.61	8.38	7.04	0.00	0.02	0.01	10,057.20

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	136.68	201.76	1,489.85	1.41	274.65	53.57	149,667.59

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	137.29	210.14	1,496.89	1.41	274.67	53.58	159,724.79

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.61	8.38	7.04	0.00	0.02	0.01	10,057.20
Hearth							
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings							
TOTALS (lbs/day, unmitigated)	0.61	8.38	7.04	0.00	0.02	0.01	10,057.20

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Regnl shop. center	136.68	201.76	1,489.85	1.41	274.65	53.57	149,667.59
TOTALS (lbs/day, unmitigated)	136.68	201.76	1,489.85	1.41	274.65	53.57	149,667.59

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Regnl shop. center		37.40	1000 sq ft	867.00	32,425.80	158,886.43
					32,425.80	158,886.43

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	4.9	4.9	4.9	4.9	4.9	4.9

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Regnl shop. center				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: J:\Projects\Sherman Oaks Fashion Square Noise Monitoring 2006-127\AQN\Operations\Revised Operational\Proposed Weekend Operational.urb924

Project Name: Sherman Oaks Proposed Weekend Operations

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.17	2.02	1.98	0.00	0.00	0.00	2,428.71

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	28.26	39.06	325.17	0.35	59.79	11.66	34,832.72

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	28.43	41.08	327.15	0.35	59.79	11.66	37,261.43

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.15	2.02	1.70	0.00	0.00	0.00	2,428.20
Hearth							
Landscape	0.02	0.00	0.28	0.00	0.00	0.00	0.51
Consumer Products	0.00						
Architectural Coatings							
TOTALS (tons/year, unmitigated)	0.17	2.02	1.98	0.00	0.00	0.00	2,428.71

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Regnl shop. center	28.26	39.06	325.17	0.35	59.79	11.66	34,832.72
TOTALS (tons/year, unmitigated)	28.26	39.06	325.17	0.35	59.79	11.66	34,832.72

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Regnl shop. center		33.72	1000 sq ft	1,147.00	38,676.84	189,516.53
					38,676.84	189,516.53

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	4.9	4.9	4.9	4.9	4.9	4.9

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Regnl shop. center				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: J:\Projects\Sherman Oaks Fashion Square Noise Monitoring 2006-127\AQN\Operations\Revised Operational\Proposed Weekend Operational.urb924

Project Name: Sherman Oaks Proposed Weekend Operations

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	0.92	11.11	10.86	0.00	0.03	0.03	13,308.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	150.63	200.72	1,784.06	2.01	327.60	63.90	197,036.13

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	151.55	211.83	1,794.92	2.01	327.63	63.93	210,344.14

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.80	11.09	9.31	0.00	0.02	0.02	13,305.20
Hearth							
Landscape	0.12	0.02	1.55	0.00	0.01	0.01	2.81
Consumer Products	0.00						
Architectural Coatings							
TOTALS (lbs/day, unmitigated)	0.92	11.11	10.86	0.00	0.03	0.03	13,308.01

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Regnl shop. center	150.63	200.72	1,784.06	2.01	327.60	63.90	197,036.13
TOTALS (lbs/day, unmitigated)	150.63	200.72	1,784.06	2.01	327.60	63.90	197,036.13

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Regnl shop. center		33.72	1000 sq ft	1,147.00	38,676.84	189,516.53
					38,676.84	189,516.53

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	4.9	4.9	4.9	4.9	4.9	4.9

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Regnl shop. center				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: J:\Projects\Sherman Oaks Fashion Square Noise Monitoring 2006-127\AQN\Operations\Revised Operational\Proposed Weekend Operational.urb924

Project Name: Sherman Oaks Proposed Weekend Operations

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	0.80	11.09	9.31	0.00	0.02	0.02	13,305.20

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	163.37	240.66	1,777.06	1.68	327.60	63.90	178,520.48

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (lbs/day, unmitigated)	164.17	251.75	1,786.37	1.68	327.62	63.92	191,825.68

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.80	11.09	9.31	0.00	0.02	0.02	13,305.20
Hearth							
Landscaping - No Winter Emissions							
Consumer Products	0.00						
Architectural Coatings							
TOTALS (lbs/day, unmitigated)	0.80	11.09	9.31	0.00	0.02	0.02	13,305.20

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Regnl shop. center	163.37	240.66	1,777.06	1.68	327.60	63.90	178,520.48
TOTALS (lbs/day, unmitigated)	163.37	240.66	1,777.06	1.68	327.60	63.90	178,520.48

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Regnl shop. center		33.72	1000 sq ft	1,147.00	38,676.84	189,516.53
					38,676.84	189,516.53

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	4.9	4.9	4.9	4.9	4.9	4.9

3/5/2008 11:57:44 AM

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Regnl shop. center				2.0	1.0	97.0

GREENHOUSE GAS EMISSIONS CALCULATION - Mobile Source

N_2O to NO_X Ratio	0.048

Emissions Factors from EMFAC2007	
Daily VMT	223,514,000
NO_X (tons/mi)	0.000000969
N_2O (tons/mi)	0.000000047
CH_4 (tons/mi)	0.000000038

Estimated VMT for Existing Conditions	47,730,363
Estimated VMT for Expansion	9,413,113
Estimated VMT for Project Baseline	57,143,476

Estimated Greenhouse Gas Emissions (mobile sources)		
Land Use	**N_2O**	**CH_4**
	tons	tons
Existing	2.2	1.8
Expansion	0.4	0.4
Project Baseline	2.7	2.2

Estimated Carbon Equivalent (mobile sources)		
Land Use	**N_2O**	**CH_4**
Carbon Equivalent	**310**	**21**
	tons	tons
Existing	688	38
Expansion	136	8
Project Baseline	824	46

GREENHOUSE GAS EMISSIONS CALCULATION - Electricity

Electrical Usage Rate

	General Electrical Usage (Kwh/Year)[a]
Existing	3,396,325
Expansion	1,096,852
Project Baseline	4,493,177
Project with LEED	4,378,008

Emission Factor (pounds/Kwh)[b]			
	N_2O	CH_4	CO_2
	3.70E-06	6.70E-06	0.805

Estimated Greenhouse Gas Emissions (Electricity)			
Land Use	N_2O	CH_4	CO_2
	tons	tons	tons
Existing	0.006	0.010	1,239
Expansion	0.002	0.003	400.278
Project Baseline	0.008	0.014	1,640
Project with LEED	0.007	0.013	1,598

Estimated Carbon Equivalent (Electricity)			
Land Use	N_2O	CH_4	CO_2
Carbon Equivalent	**310**	**21**	**1**
	tons	tons	tons
Existing	1.77	0.22	1,239
Expansion	0.57	0.1	400.3
Project Baseline	2.34	0.29	1,640
Project with LEED	2.28	0.28	1,598

a) Based on existing Fashion Square electricity use.

b) California Climate Action Registry,*General Reporting Protocol*, March 2007.

GREENHOUSE GAS EMISSIONS CALCULATION - Electricity From Water Consumption

Electrical Usage Rate From Water Consumption

	Electrical Usage from Water Consumption (Kwh/Year)[a]
Existing	197,653
Expansion	63,833
Project Baseline	261,486
Project with LEED	242,783

Emission Factor (pounds/Kwh)[b]			
	N_2O	**CH_4**	**CO_2**
	3.70E-06	6.70E-06	0.805

Estimated Greenhouse Gas Emissions (Water Consumption)			
Land Use	**N_2O**	**CH_4**	**CO_2**
	tons	tons	tons
Existing	0.00033	0.00060	72
Expansion	0.00011	0.00019	23
Project Baseline	0.00044	0.00079	95
Project with LEED	0.00041	0.00074	89

Estimated Carbon Equivalent (Water Consumption)			
Land Use	**N_2O**	**CH_4**	**CO_2**
Carbon Equivalent	**310**	**21**	**1**
	tons	tons	tons
Existing	0.103	0.013	72
Expansion	0.033	0.004	23
Project Baseline	0.136	0.017	95
Project with LEED	0.126	0.015	89

a) Based on existing Fashion Square water usage.

b) California Climate Action Registry,*General Reporting Protocol*, March 2007.

GREENHOUSE GAS EMISSIONS CALCULATION - Natural Gas

Natural Gas Usage Rate

	Natural Gas Use (cubic ft./month)[a]	Natural Gas Use (mmBTU/year)
Existing	2,443,998	29,328
Expansion	680,096	8,161
Project Baseline	3,124,094	37,489

Emission Factor (kg/mmBTU)[b]			
	N_2O	CH_4	CO_2
	0.0001	0.0059	52.78

Estimated Greenhouse Gas Emissions (Natural Gas)			
Land Use	**N_2O**	**CH_4**	**CO_2**
	tons	tons	tons
Existing	0.003	0.173	1,548
Expansion	0.001	0.048	431
Project Baseline	0.004	0.221	1,979

Estimated Carbon Equivalent (Natural Gas)			
Land Use	**N_2O**	**CH_4**	**CO_2**
Carbon Equivalent	**310**	**21**	**1**
	tons	tons	tons
Existing	0.91	3.63	1,548
Expansion	0.25	1.01	431
Project Baseline	1.16	4.64	1,979

a) SCAQMD, CEQA Air Quality Handbook, Table A-9-11-A, 1993. Assumes a natural gas generation rate of 2.9 CF/SF/month for retail and restaurant uses.

b) California Climate Action Registry, *General Reporting Protocol* , March 2007.

GREENHOUSE GAS EMISSIONS CALCULATION - Mobile Source Construction

N_2O to NO_X Ratio	0.048

Emissions Factors from EMFAC2007	
Daily VMT	218,863,000
NO_X (tons/mi)	0.000001280
N_2O (tons/mi)	0.000000061

Estimated Construction VMT	1,264,032

Estimated Greenhouse Gas Emissions (mobile sources construction)	
	N_2O
	tons
Construction	0.1

Estimated Carbon Equivalent (mobile sources construction)	
Land Use	**N_2O**
Carbon Equivalent	**310**
	tons
Construction	24

Annual VMT Calculations

ADT

	Weekday	Weekend	Total
Existing	24,882	32,423	57,305
Expansion	4,964	6,252	11,216
Proposed	29,846	38,675	68,521

Daily VMT (ADT x 4.85)

	Weekday	Weekend	Total
Existing	120,678	157,252	277,929
Expansion	24,075	30,322	54,398
Proposed	144,753	187,574	332,327

Annual VMT (Weekday 260 Days, Weekend 104 Days)

	Weekday	Weekend	Total	Average Daily Annual
Existing	31,376,202	16,354,161	47,730,363	130,768
Expansion	6,259,604	3,153,509	9,413,113	
Proposed	37,635,806	19,507,670	57,143,476	156,557

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: J:\Projects\Sherman Oaks Fashion Square Noise Monitoring 2006-127\AQN\Operations\Revised Operational\Existing Weekday Operational.urb924

Project Name: Sherman Oaks Existing Weekday Operations

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.13	1.53	1.56	0.00	0.00	0.00	1,835.95

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	18.31	25.13	209.20	0.22	38.46	7.50	22,409.77

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	18.44	26.66	210.76	0.22	38.46	7.50	24,245.72

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.11	1.53	1.28	0.00	0.00	0.00	1,835.44
Hearth							
Landscape	0.02	0.00	0.28	0.00	0.00	0.00	0.51
Consumer Products	0.00						
Architectural Coatings							
TOTALS (tons/year, unmitigated)	0.13	1.53	1.56	0.00	0.00	0.00	1,835.95

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Regnl shop. center	18.31	25.13	209.20	0.22	38.46	7.50	22,409.77
TOTALS (tons/year, unmitigated)	18.31	25.13	209.20	0.22	38.46	7.50	22,409.77

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Regnl shop. center		28.70	1000 sq ft	867.00	24,882.90	121,926.22
					24,882.90	121,926.22

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	4.9	4.9	4.9	4.9	4.9	4.9

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Regnl shop. center				2.0	1.0	97.0

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: J:\Projects\Sherman Oaks Fashion Square Noise Monitoring 2006-127\AQN\Operations\Revised Operational\Proposed Weekday Operational.urb924

Project Name: Sherman Oaks Proposed Weekday Operations

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	0.17	2.02	1.98	0.00	0.00	0.00	2,428.71

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	22.07	30.14	250.91	0.27	46.13	9.00	26,878.63

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
TOTALS (tons/year, unmitigated)	22.24	32.16	252.89	0.27	46.13	9.00	29,307.34

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5	CO2
Natural Gas	0.15	2.02	1.70	0.00	0.00	0.00	2,428.20
Hearth							
Landscape	0.02	0.00	0.28	0.00	0.00	0.00	0.51
Consumer Products	0.00						
Architectural Coatings							
TOTALS (tons/year, unmitigated)	0.17	2.02	1.98	0.00	0.00	0.00	2,428.71

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25	CO2
Regnl shop. center	22.07	30.14	250.91	0.27	46.13	9.00	26,878.63
TOTALS (tons/year, unmitigated)	22.07	30.14	250.91	0.27	46.13	9.00	26,878.63

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

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Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Regnl shop. center		26.02	1000 sq ft	1,147.00	29,844.94	146,240.21
					29,844.94	146,240.21

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	4.9	4.9	4.9	4.9	4.9	4.9

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Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Regnl shop. center				2.0	1.0	97.0

(Adopted May 7, 1976) (Amended November 6, 1992)
(Amended July 9, 1993) (Amended February 14, 1997)
(Amended December 11, 1998)(Amended April 2, 2004)
(Amended June 3, 2005)

RULE 403. FUGITIVE DUST

(a) Purpose

The purpose of this Rule is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

(b) Applicability

The provisions of this Rule shall apply to any activity or man-made condition capable of generating fugitive dust.

(c) Definitions

(1) ACTIVE OPERATIONS means any source capable of generating fugitive dust, including, but not limited to, earth-moving activities, construction/demolition activities, disturbed surface area, or heavy- and light-duty vehicular movement.

(2) AGGREGATE-RELATED PLANTS are defined as facilities that produce and / or mix sand and gravel and crushed stone.

(3) AGRICULTURAL HANDBOOK means the region-specific guidance document that has been approved by the Governing Board or hereafter approved by the Executive Officer and the U.S. EPA. For the South Coast Air Basin, the Board-approved region-specific guidance document is the Rule 403 Agricultural Handbook dated December 1998. For the Coachella Valley, the Board-approved region-specific guidance document is the Rule 403 Coachella Valley Agricultural Handbook dated April 2, 2004.

(4) ANEMOMETERS are devices used to measure wind speed and direction in accordance with the performance standards, and maintenance and calibration criteria as contained in the most recent Rule 403 Implementation Handbook.

(5) BEST AVAILABLE CONTROL MEASURES means fugitive dust control actions that are set forth in Table 1 of this Rule.

(6) BULK MATERIAL is sand, gravel, soil, aggregate material less than two inches in length or diameter, and other organic or inorganic particulate matter.

(7) CEMENT MANUFACTURING FACILITY is any facility that has a cement kiln at the facility.

(8) CHEMICAL STABILIZERS are any non-toxic chemical dust suppressant which must not be used if prohibited for use by the Regional Water Quality Control Boards, the California Air Resources Board, the U.S. Environmental Protection Agency (U.S. EPA), or any applicable law, rule or regulation. The chemical stabilizers shall meet any specifications, criteria, or tests required by any federal, state, or local water agency. Unless otherwise indicated, the use of a non-toxic chemical stabilizer shall be of sufficient concentration and application frequency to maintain a stabilized surface.

(9) COMMERCIAL POULTRY RANCH means any building, structure, enclosure, or premises where more than 100 fowl are kept or maintained for the primary purpose of producing eggs or meat for sale or other distribution.

(10) CONFINED ANIMAL FACILITY means a source or group of sources of air pollution at an agricultural source for the raising of 3,360 or more fowl or 50 or more animals, including but not limited to, any structure, building, installation, farm, corral, coop, feed storage area, milking parlor, or system for the collection, storage, or distribution of solid and liquid manure; if domesticated animals, including horses, sheep, goats, swine, beef cattle, rabbits, chickens, turkeys, or ducks are corralled, penned, or otherwise caused to remain in restricted areas for commercial agricultural purposes and feeding is by means other than grazing.

(11) CONSTRUCTION/DEMOLITION ACTIVITIES means any on-site mechanical activities conducted in preparation of, or related to, the building, alteration, rehabilitation, demolition or improvement of property, including, but not limited to the following activities: grading, excavation, loading, crushing, cutting, planing, shaping or ground breaking.

(12) CONTRACTOR means any person who has a contractual arrangement to conduct an active operation for another person.

(13) DAIRY FARM is an operation on a property, or set of properties that are contiguous or separated only by a public right-of-way, that raises cows or

produces milk from cows for the purpose of making a profit or for a livelihood. Heifer and calf farms are dairy farms.

(14) DISTURBED SURFACE AREA means a portion of the earth's surface which has been physically moved, uncovered, destabilized, or otherwise modified from its undisturbed natural soil condition, thereby increasing the potential for emission of fugitive dust. This definition excludes those areas which have:

(A) been restored to a natural state, such that the vegetative ground cover and soil characteristics are similar to adjacent or nearby natural conditions;

(B) been paved or otherwise covered by a permanent structure; or

(C) sustained a vegetative ground cover of at least 70 percent of the native cover for a particular area for at least 30 days.

(15) DUST SUPPRESSANTS are water, hygroscopic materials, or non-toxic chemical stabilizers used as a treatment material to reduce fugitive dust emissions.

(16) EARTH-MOVING ACTIVITIES means the use of any equipment for any activity where soil is being moved or uncovered, and shall include, but not be limited to the following: grading, earth cutting and filling operations, loading or unloading of dirt or bulk materials, adding to or removing from open storage piles of bulk materials, landfill operations, weed abatement through disking, and soil mulching.

(17) DUST CONTROL SUPERVISOR means a person with the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule 403 requirements at an active operation.

(18) FUGITIVE DUST means any solid particulate matter that becomes airborne, other than that emitted from an exhaust stack, directly or indirectly as a result of the activities of any person.

(19) HIGH WIND CONDITIONS means that instantaneous wind speeds exceed 25 miles per hour.

(20) INACTIVE DISTURBED SURFACE AREA means any disturbed surface area upon which active operations have not occurred or are not expected to occur for a period of 20 consecutive days.

(21) LARGE OPERATIONS means any active operations on property which contains 50 or more acres of disturbed surface area; or any earth-moving operation with a daily earth-moving or throughput volume of 3,850 cubic

meters (5,000 cubic yards) or more three times during the most recent 365-day period.

(22) OPEN STORAGE PILE is any accumulation of bulk material, which is not fully enclosed, covered or chemically stabilized, and which attains a height of three feet or more and a total surface area of 150 or more square feet.

(23) PARTICULATE MATTER means any material, except uncombined water, which exists in a finely divided form as a liquid or solid at standard conditions.

(24) PAVED ROAD means a public or private improved street, highway, alley, public way, or easement that is covered by typical roadway materials, but excluding access roadways that connect a facility with a public paved roadway and are not open to through traffic. Public paved roads are those open to public access and that are owned by any federal, state, county, municipal or any other governmental or quasi-governmental agencies. Private paved roads are any paved roads not defined as public.

(25) PM_{10} means particulate matter with an aerodynamic diameter smaller than or equal to 10 microns as measured by the applicable State and Federal reference test methods.

(26) PROPERTY LINE means the boundaries of an area in which either a person causing the emission or a person allowing the emission has the legal use or possession of the property. Where such property is divided into one or more sub-tenancies, the property line(s) shall refer to the boundaries dividing the areas of all sub-tenancies.

(27) RULE 403 IMPLEMENTATION HANDBOOK means a guidance document that has been approved by the Governing Board on April 2, 2004 or hereafter approved by the Executive Officer and the U.S. EPA.

(28) SERVICE ROADS are paved or unpaved roads that are used by one or more public agencies for inspection or maintenance of infrastructure and which are not typically used for construction-related activity.

(29) SIMULTANEOUS SAMPLING means the operation of two PM_{10} samplers in such a manner that one sampler is started within five minutes of the other, and each sampler is operated for a consecutive period which must be not less than 290 minutes and not more than 310 minutes.

(30) SOUTH COAST AIR BASIN means the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange

County as defined in California Code of Regulations, Title 17, Section 60104. The area is bounded on the west by the Pacific Ocean, on the north and east by the San Gabriel, San Bernardino, and San Jacinto Mountains, and on the south by the San Diego county line.

(31) STABILIZED SURFACE means any previously disturbed surface area or open storage pile which, through the application of dust suppressants, shows visual or other evidence of surface crusting and is resistant to wind-driven fugitive dust and is demonstrated to be stabilized. Stabilization can be demonstrated by one or more of the applicable test methods contained in the Rule 403 Implementation Handbook.

(32) TRACK-OUT means any bulk material that adheres to and agglomerates on the exterior surface of motor vehicles, haul trucks, and equipment (including tires) that have been released onto a paved road and can be removed by a vacuum sweeper or a broom sweeper under normal operating conditions.

(33) TYPICAL ROADWAY MATERIALS means concrete, asphaltic concrete, recycled asphalt, asphalt, or any other material of equivalent performance as determined by the Executive Officer, and the U.S. EPA.

(34) UNPAVED ROADS means any unsealed or unpaved roads, equipment paths, or travel ways that are not covered by typical roadway materials. Public unpaved roads are any unpaved roadway owned by federal, state, county, municipal or other governmental or quasi-governmental agencies. Private unpaved roads are all other unpaved roadways not defined as public.

(35) VISIBLE ROADWAY DUST means any sand, soil, dirt, or other solid particulate matter which is visible upon paved road surfaces and which can be removed by a vacuum sweeper or a broom sweeper under normal operating conditions.

(36) WIND-DRIVEN FUGITIVE DUST means visible emissions from any disturbed surface area which is generated by wind action alone.

(37) WIND GUST is the maximum instantaneous wind speed as measured by an anemometer.

(d) Requirements

(1) No person shall cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that:

(A) the dust remains visible in the atmosphere beyond the property line of the emission source; or

(B) the dust emission exceeds 20 percent opacity (as determined by the appropriate test method included in the Rule 403 Implementation Handbook), if the dust emission is the result of movement of a motorized vehicle.

(2) No person shall conduct active operations without utilizing the applicable best available control measures included in Table 1 of this Rule to minimize fugitive dust emissions from each fugitive dust source type within the active operation.

(3) No person shall cause or allow PM_{10} levels to exceed 50 micrograms per cubic meter when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume particulate matter samplers or other U.S. EPA-approved equivalent method for PM_{10} monitoring. If sampling is conducted, samplers shall be:

(A) Operated, maintained, and calibrated in accordance with 40 Code of Federal Regulations (CFR), Part 50, Appendix J, or appropriate U.S. EPA-published documents for U.S. EPA-approved equivalent method(s) for PM_{10}.

(B) Reasonably placed upwind and downwind of key activity areas and as close to the property line as feasible, such that other sources of fugitive dust between the sampler and the property line are minimized.

(4) No person shall allow track-out to extend 25 feet or more in cumulative length from the point of origin from an active operation. Notwithstanding the preceding, all track-out from an active operation shall be removed at the conclusion of each workday or evening shift.

(5) No person shall conduct an active operation with a disturbed surface area of five or more acres, or with a daily import or export of 100 cubic yards or more of bulk material without utilizing at least one of the measures listed in subparagraphs (d)(5)(A) through (d)(5)(E) at each vehicle egress from the site to a paved public road.

(A) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long.

(B) Pave the surface extending at least 100 feet and at least 20 feet wide.

(C) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

(D) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

(E) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the actions specified in subparagraphs (d)(5)(A) through (d)(5)(D).

(6) Beginning January 1, 2006, any person who operates or authorizes the operation of a confined animal facility subject to this Rule shall implement the applicable conservation management practices specified in Table 4 of this Rule.

(e) Additional Requirements for Large Operations

(1) Any person who conducts or authorizes the conducting of a large operation subject to this Rule shall implement the applicable actions specified in Table 2 of this Rule at all times and shall implement the applicable actions specified in Table 3 of this Rule when the applicable performance standards can not be met through use of Table 2 actions; and shall:

(A) submit a fully executed Large Operation Notification (Form 403 N) to the Executive Officer within 7 days of qualifying as a large operation;

(B) include, as part of the notification, the name(s), address(es), and phone number(s) of the person(s) responsible for the submittal, and a description of the operation(s), including a map depicting the location of the site;

(C) maintain daily records to document the specific dust control actions taken, maintain such records for a period of not less than three years; and make such records available to the Executive Officer upon request;

(D) install and maintain project signage with project contact signage that meets the minimum standards of the Rule 403 Implementation Handbook, prior to initiating any earthmoving activities;

(E) identify a dust control supervisor that:

(i) is employed by or contracted with the property owner or developer;

(ii) is on the site or available on-site within 30 minutes during working hours;

(iii) has the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule requirements;

(iv) has completed the AQMD Fugitive Dust Control Class and has been issued a valid Certificate of Completion for the class; and

(F) notify the Executive Officer in writing within 30 days after the site no longer qualifies as a large operation as defined by paragraph (c)(18).

(2) Any Large Operation Notification submitted to the Executive Officer or AQMD-approved dust control plan shall be valid for a period of one year from the date of written acceptance by the Executive Officer. Any Large Operation Notification accepted pursuant to paragraph (e)(1), excluding those submitted by aggregate-related plants and cement manufacturing facilities must be resubmitted annually by the person who conducts or authorizes the conducting of a large operation, at least 30 days prior to the expiration date, or the submittal shall no longer be valid as of the expiration date. If all fugitive dust sources and corresponding control measures or special circumstances remain identical to those identified in the previously accepted submittal or in an AQMD-approved dust control plan, the resubmittal may be a simple statement of no-change (Form 403NC).

(f) Compliance Schedule

The newly amended provisions of this Rule shall become effective upon adoption. Pursuant to subdivision (e), any existing site that qualifies as a large operation will have 60 days from the date of Rule adoption to comply with the notification and recordkeeping requirements for large operations. Any Large Operation

Notification or AQMD-approved dust control plan which has been accepted prior to the date of adoption of these amendments shall remain in effect and the Large Operation Notification or AQMD-approved dust control plan annual resubmittal date shall be one year from adoption of this Rule amendment.

(g) Exemptions

(1) The provisions of this Rule shall not apply to:

(A) Dairy farms.

(B) Confined animal facilities provided that the combined disturbed surface area within one continuous property line is one acre or less.

(C) Agricultural vegetative crop operations provided that the combined disturbed surface area within one continuous property line and not separated by a paved public road is 10 acres or less.

(D) Agricultural vegetative crop operations within the South Coast Air Basin, whose combined disturbed surface area includes more than 10 acres provided that the person responsible for such operations:

(i) voluntarily implements the conservation management practices contained in the Rule 403 Agricultural Handbook;

(ii) completes and maintains the self-monitoring form documenting sufficient conservation management practices, as described in the Rule 403 Agricultural Handbook; and

(iii) makes the completed self-monitoring form available to the Executive Officer upon request.

(E) Agricultural vegetative crop operations outside the South Coast Air Basin whose combined disturbed surface area includes more than 10 acres provided that the person responsible for such operations:

(i) voluntarily implements the conservation management practices contained in the Rule 403 Coachella Valley Agricultural Handbook; and

(ii) completes and maintains the self-monitoring form documenting sufficient conservation management practices, as described in the Rule 403 Coachella Valley Agricultural Handbook; and

(iii) makes the completed self-monitoring form available to the Executive Officer upon request.

(F) Active operations conducted during emergency life-threatening situations, or in conjunction with any officially declared disaster or state of emergency.

(G) Active operations conducted by essential service utilities to provide electricity, natural gas, telephone, water and sewer during periods of service outages and emergency disruptions.

(H) Any contractor subsequent to the time the contract ends, provided that such contractor implemented the required control measures during the contractual period.

(I) Any grading contractor, for a phase of active operations, subsequent to the contractual completion of that phase of earth-moving activities, provided that the required control measures have been implemented during the entire phase of earth-moving activities, through and including five days after the final grading inspection.

(J) Weed abatement operations ordered by a county agricultural commissioner or any state, county, or municipal fire department, provided that:

(i) mowing, cutting or other similar process is used which maintains weed stubble at least three inches above the soil; and

(ii) any discing or similar operation which cuts into and disturbs the soil, where watering is used prior to initiation of these activities, and a determination is made by the agency issuing the weed abatement order that, due to fire hazard conditions, rocks, or other physical obstructions, it is not practical to meet the conditions specified in clause (g)(1)(H)(i). The provisions this clause shall not exempt the owner of any property from stabilizing, in accordance with paragraph (d)(2), disturbed surface areas which have been created as a result of the weed abatement actions.

(K) sandblasting operations.

(2) The provisions of paragraphs (d)(1) and (d)(3) shall not apply:

(A) When wind gusts exceed 25 miles per hour, provided that:

(i) The required Table 3 contingency measures in this Rule are implemented for each applicable fugitive dust source type, and;

(ii) records are maintained in accordance with subparagraph (e)(1)(C).

(B) To unpaved roads, provided such roads:

(i) are used solely for the maintenance of wind-generating equipment; or

(ii) are unpaved public alleys as defined in Rule 1186; or

(iii) are service roads that meet all of the following criteria:

(a) are less than 50 feet in width at all points along the road;

(b) are within 25 feet of the property line; and

(c) have a traffic volume less than 20 vehicle-trips per day.

(C) To any active operation, open storage pile, or disturbed surface area for which necessary fugitive dust preventive or mitigative actions are in conflict with the federal Endangered Species Act, as determined in writing by the State or federal agency responsible for making such determinations.

(3) The provisions of (d)(2) shall not apply to any aggregate-related plant or cement manufacturing facility that implements the applicable actions specified in Table 2 of this Rule at all times and shall implement the applicable actions specified in Table 3 of this Rule when the applicable performance standards of paragraphs (d)(1) and (d)(3) can not be met through use of Table 2 actions.

(4) The provisions of paragraphs (d)(1), (d)(2), and (d)(3) shall not apply to:

(A) Blasting operations which have been permitted by the California Division of Industrial Safety; and

(B) Motion picture, television, and video production activities when dust emissions are required for visual effects. In order to obtain this exemption, the Executive Officer must receive notification in writing at least 72 hours in advance of any such activity and no nuisance results from such activity.

(5) The provisions of paragraph (d)(3) shall not apply if the dust control actions, as specified in Table 2, are implemented on a routine basis for

each applicable fugitive dust source type. To qualify for this exemption, a person must maintain records in accordance with subparagraph (e)(1)(C).

(6) The provisions of paragraph (d)(4) shall not apply to earth coverings of public paved roadways where such coverings are approved by a local government agency for the protection of the roadway, and where such coverings are used as roadway crossings for haul vehicles provided that such roadway is closed to through traffic and visible roadway dust is removed within one day following the cessation of activities.

(7) The provisions of subdivision (e) shall not apply to:

(A) officially-designated public parks and recreational areas, including national parks, national monuments, national forests, state parks, state recreational areas, and county regional parks.

(B) any large operation which is required to submit a dust control plan to any city or county government which has adopted a District-approved dust control ordinance.

(C) any large operation subject to Rule 1158, which has an approved dust control plan pursuant to Rule 1158, provided that all sources of fugitive dust are included in the Rule 1158 plan.

(8) The provisions of subparagraph (e)(1)(A) through (e)(1)(C) shall not apply to any large operation with an AQMD-approved fugitive dust control plan provided that there is no change to the sources and controls as identified in the AQMD-approved fugitive dust control plan.

(h) Fees

Any person conducting active operations for which the Executive Officer conducts upwind/downwind monitoring for PM_{10} pursuant to paragraph (d)(3) shall be assessed applicable Ambient Air Analysis Fees pursuant to Rule 304.1. Applicable fees shall be waived for any facility which is exempted from paragraph (d)(3) or meets the requirements of paragraph (d)(3).

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Backfilling	01-1 Stabilize backfill material when not actively handling; and 01-2 Stabilize backfill material during handling; and 01-3 Stabilize soil at completion of activity.	✓ Mix backfill soil with water prior to moving ✓ Dedicate water truck or high capacity hose to backfilling equipment ✓ Empty loader bucket slowly so that no dust plumes are generated ✓ Minimize drop height from loader bucket
Clearing and grubbing	02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing; and 02-2 Stabilize soil during clearing and grubbing activities; and 02-3 Stabilize soil immediately after clearing and grubbing activities.	✓ Maintain live perennial vegetation where possible ✓ Apply water in sufficient quantity to prevent generation of dust plumes
Clearing forms	03-1 Use water spray to clear forms; or 03-2 Use sweeping and water spray to clear forms; or 03-3 Use vacuum system to clear forms.	✓ Use of high pressure air to clear forms may cause exceedance of Rule requirements
Crushing	04-1 Stabilize surface soils prior to operation of support equipment; and 04-2 Stabilize material after crushing.	✓ Follow permit conditions for crushing equipment ✓ Pre-water material prior to loading into crusher ✓ Monitor crusher emissions opacity ✓ Apply water to crushed material to prevent dust plumes

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Cut and fill	05-1 Pre-water soils prior to cut and fill activities; and 05-2 Stabilize soil during and after cut and fill activities.	✓ For large sites, pre-water with sprinklers or water trucks and allow time for penetration ✓ Use water trucks/pulls to water soils to depth of cut prior to subsequent cuts
Demolition – mechanical/manual	06-1 Stabilize wind erodible surfaces to reduce dust; and 06-2 Stabilize surface soil where support equipment and vehicles will operate; and 06-3 Stabilize loose soil and demolition debris; and 06-4 Comply with AQMD Rule 1403.	✓ Apply water in sufficient quantities to prevent the generation of visible dust plumes
Disturbed soil	07-1 Stabilize disturbed soil throughout the construction site; and 07-2 Stabilize disturbed soil between structures	✓ Limit vehicular traffic and disturbances on soils where possible ✓ If interior block walls are planned, install as early as possible ✓ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes
Earth-moving activities	08-1 Pre-apply water to depth of proposed cuts; and 08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction; and 08-3 Stabilize soils once earth-moving activities are complete.	✓ Grade each project phase separately, timed to coincide with construction phase ✓ Upwind fencing can prevent material movement on site ✓ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Importing/exporting of bulk materials	09-1 Stabilize material while loading to reduce fugitive dust emissions; and 09-2 Maintain at least six inches of freeboard on haul vehicles; and 09-3 Stabilize material while transporting to reduce fugitive dust emissions; and 09-4 Stabilize material while unloading to reduce fugitive dust emissions; and 09-5 Comply with Vehicle Code Section 23114.	✓ Use tarps or other suitable enclosures on haul trucks ✓ Check belly-dump truck seals regularly and remove any trapped rocks to prevent spillage ✓ Comply with track-out prevention/mitigation requirements ✓ Provide water while loading and unloading to reduce visible dust plumes
Landscaping	10-1 Stabilize soils, materials, slopes	✓ Apply water to materials to stabilize ✓ Maintain materials in a crusted condition ✓ Maintain effective cover over materials ✓ Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes ✓ Hydroseed prior to rain season
Road shoulder maintenance	11-1 Apply water to unpaved shoulders prior to clearing; and 11-2 Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.	✓ Installation of curbing and/or paving of road shoulders can reduce recurring maintenance costs ✓ Use of chemical dust suppressants can inhibit vegetation growth and reduce future road shoulder maintenance costs

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Screening	12-1 Pre-water material prior to screening; and 12-2 Limit fugitive dust emissions to opacity and plume length standards; and 12-3 Stabilize material immediately after screening.	✓ Dedicate water truck or high capacity hose to screening operation ✓ Drop material through the screen slowly and minimize drop height ✓ Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point
Staging areas	13-1 Stabilize staging areas during use; and 13-2 Stabilize staging area soils at project completion.	✓ Limit size of staging area ✓ Limit vehicle speeds to 15 miles per hour ✓ Limit number and size of staging area entrances/exists
Stockpiles/ Bulk Material Handling	14-1 Stabilize stockpiled materials. 14-2 Stockpiles within 100 yards of off-site occupied buildings must not be greater than eight feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage.	✓ Add or remove material from the downwind portion of the storage pile ✓ Maintain storage piles to avoid steep sides or faces

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Traffic areas for construction activities	15-1 Stabilize all off-road traffic and parking areas; and 15-2 Stabilize all haul routes; and 15-3 Direct construction traffic over established haul routes.	✓ Apply gravel/paving to all haul routes as soon as possible to all future roadway areas ✓ Barriers can be used to ensure vehicles are only used on established parking areas/haul routes
Trenching	16-1 Stabilize surface soils where trencher or excavator and support equipment will operate; and 16-2 Stabilize soils at the completion of trenching activities.	✓ Pre-watering of soils prior to trenching is an effective preventive measure. For deep trenching activities, pre-trench to 18 inches soak soils via the pre-trench and resuming trenching ✓ Washing mud and soils from equipment at the conclusion of trenching activities can prevent crusting and drying of soil on equipment
Truck loading	17-1 Pre-water material prior to loading; and 17-2 Ensure that freeboard exceeds six inches (CVC 23114)	✓ Empty loader bucket such that no visible dust plumes are created ✓ Ensure that the loader bucket is close to the truck to minimize drop height while loading
Turf Overseeding	18-1 Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and 18-2 Cover haul vehicles prior to exiting the site.	✓ Haul waste material immediately off-site

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure		Guidance
Unpaved roads/parking lots	19-1	Stabilize soils to meet the applicable performance standards; and	✓ Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements
	19-2	Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.	
Vacant land	20-1	In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures.	

Table 2
DUST CONTROL MEASURES FOR LARGE OPERATIONS

FUGITIVE DUST SOURCE CATEGORY		CONTROL ACTIONS
Earth-moving (except construction cutting and filling areas, and mining operations)	(1a)	Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations each subsequent four-hour period of active operations; OR
	(1a-1)	For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.
Earth-moving: Construction fill areas:	(1b)	Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. For areas which have an optimum moisture content for compaction of less than 12 percent, as determined by ASTM Method 1557 or other equivalent method approved by the Executive Officer and the California Air Resources Board and the U.S. EPA, complete the compaction process as expeditiously as possible after achieving at least 70 percent of the optimum soil moisture content. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations during each subsequent four-hour period of active operations.

Table 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS	
Earth-moving: Construction cut areas and mining operations:	(1c)	Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut or mining area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.
Disturbed surface areas (except completed grading areas)	(2a/b)	Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust must have an application of water at least twice per day to at least 80 percent of the unstabilized area.
Disturbed surface areas: Completed grading areas	(2c)	Apply chemical stabilizers within five working days of grading completion; OR
	(2d)	Take actions (3a) or (3c) specified for inactive disturbed surface areas.
Inactive disturbed surface areas	(3a)	Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; OR
	(3b)	Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR
	(3c)	Establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; OR
	(3d)	Utilize any combination of control actions (3a), (3b), and (3c) such that, in total, these actions apply to all inactive disturbed surface areas.

Table 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS	
Unpaved Roads	(4a)	Water all roads used for any vehicular traffic at least once per every two hours of active operations [3 times per normal 8 hour work day]; OR
	(4b)	Water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; OR
	(4c)	Apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.
Open storage piles	(5a)	Apply chemical stabilizers; OR
	(5b)	Apply water to at least 80 percent of the surface area of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; OR
	(5c)	Install temporary coverings; OR
	(5d)	Install a three-sided enclosure with walls with no more than 50 percent porosity which extend, at a minimum, to the top of the pile. This option may only be used at aggregate-related plants or at cement manufacturing facilities.
All Categories	(6a)	Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 2 may be used.

TABLE 3
CONTINGENCY CONTROL MEASURES FOR LARGE OPERATIONS

FUGITIVE DUST SOURCE CATEGORY	CONTROL MEASURES
Earth-moving	(1A) Cease all active operations; OR (2A) Apply water to soil not more than 15 minutes prior to moving such soil.
Disturbed surface areas	(0B) On the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than four consecutive days: apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months; OR (1B) Apply chemical stabilizers prior to wind event; OR (2B) Apply water to all unstabilized disturbed areas 3 times per day. If there is any evidence of wind driven fugitive dust, watering frequency is increased to a minimum of four times per day; OR (3B) Take the actions specified in Table 2, Item (3c); OR (4B) Utilize any combination of control actions (1B), (2B), and (3B) such that, in total, these actions apply to all disturbed surface areas.
Unpaved roads	(1C) Apply chemical stabilizers prior to wind event; OR (2C) Apply water twice per hour during active operation; OR (3C) Stop all vehicular traffic.
Open storage piles	(1D) Apply water twice per hour; OR (2D) Install temporary coverings.
Paved road track-out	(1E) Cover all haul vehicles; OR (2E) Comply with the vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads.
All Categories	(1F) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 3 may be used.

Table 4
(Conservation Management Practices for Confined Animal Facilities)

SOURCE CATEGORY	CONSERVATION MANAGEMENT PRACTICES
Manure Handling **(Only applicable to Commercial Poultry Ranches)**	(1a) Cover manure prior to removing material off-site; AND (1b) Spread the manure before 11:00 AM and when wind conditions are less than 25 miles per hour; AND (1c) Utilize coning and drying manure management by removing manure at laying hen houses at least twice per year and maintain a base of no less than 6 inches of dry manure after clean out; or in lieu of complying with conservation management practice (1c), comply with conservation management practice (1d). (1d) Utilize frequent manure removal by removing the manure from laying hen houses at least every seven days and immediately thin bed dry the material.
Feedstock Handling	(2a) Utilize a sock or boot on the feed truck auger when filling feed storage bins.
Disturbed Surfaces	(3a) Maintain at least 70 percent vegetative cover on vacant portions of the facility; OR (3b) Utilize conservation tillage practices to manage the amount, orientation and distribution of crop and other plant residues on the soil surface year-round, while growing crops (if applicable) in narrow slots or tilled strips; OR (3c) Apply dust suppressants in sufficient concentrations and frequencies to maintain a stabilized surface.
Unpaved Roads	(4a) Restrict access to private unpaved roads either through signage or physical access restrictions and control vehicular speeds to no more than 15 miles per hour through worker notifications, signage, or any other necessary means; OR (4b) Cover frequently traveled unpaved roads with low silt content material (i.e., asphalt, concrete, recycled road base, or gravel to a minimum depth of four inches); OR (4c) Treat unpaved roads with water, mulch, chemical dust suppressants or other cover to maintain a stabilized surface.
Equipment Parking Areas	(5a) Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR (5b) Apply material with low silt content (i.e., asphalt, concrete, recycled road base, or gravel to a depth of four inches).

Appendix G

Mobile Noise

Sherman Oaks Fashion Square Expansion Project CNEL Noise Estimates - Based on Saturday Peak Hour

Existing Conditions (2007)

ROAD SEGMENT			TOT. # VEH.	IVALENT LANE DIST/			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			CALC. NOISE LEV. (15 m from rdwy ctr)	Eq. Dis. Leq (dBA)	Eq. Dis. CNEL (dBA)	50 ft ROW Leq (dBA)
							Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT				
	from:	to:		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT													
Riverside	Van Nuys	Hazeltine	1379	26	62	40	91	1255	6	83	3	41	35	56	35	56	35	56	65.3	63.2	65.4	69.5	70.5	70.5	67.0
Riverside	Hazeltine	Woodman	2116	23	59	37	91	1926	6	127	3	63	35	56	35	56	35	56	67.2	65.1	67.3	71.4	72.7	72.7	69.0
Riverside	Woodman	Sunnyslope	2020	26	62	40	91	1838	6	121	3	61	35	56	35	56	35	56	67.0	64.9	67.1	71.2	72.1	72.1	68.6
Woodman	Magnolia	Riverside	2146	22	58	36	91	1953	6	129	3	64	35	56	35	56	35	56	67.2	65.1	68.8	72.1	73.5	73.5	69.7
Woodman	101	Moorpark	2391	20	56	33	91	2176	6	143	3	72	35	56	35	56	35	56	67.7	65.6	67.8	71.9	73.7	73.6	69.7
Hazeltine	Fashion Square	Moorpark	1598	22	58	36	91	1454	6	96	3	48	35	56	35	56	35	56	65.9	63.8	67.6	70.8	72.3	72.3	68.5
Hazeltine	Magnolia	Riverside	1778	20	56	33	91	1618	6	107	3	53	35	56	35	56	35	56	66.4	64.3	68.0	71.3	73.0	73.0	69.0

Future No Project Conditions (2012)

ROAD SEGMENT			TOT. # VEH.	IVALENT LANE DIST/			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			CALC. NOISE LEV. (15 m from rdwy ctr)	Eq. Dis. Leq (dBA)	Eq. Dis. CNEL (dBA)	50 ft ROW Leq (dBA)
							Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT				
	from:	to:		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT													
Riverside	Van Nuys	Hazeltine	1615	26	62	40	91	1470	6	97	3	48	35	56	35	56	35	56	66.0	63.9	66.1	70.2	71.2	71.2	67.6
Riverside	Hazeltine	Woodman	2456	23	59	37	91	2235	6	147	3	74	35	56	35	56	35	56	67.8	65.7	67.9	72.0	73.4	73.3	69.6
Riverside	Woodman	Sunnyslope	2394	26	62	40	91	2179	6	144	3	72	35	56	35	56	35	56	67.7	65.6	67.8	71.9	72.9	72.9	69.4
Woodman	Magnolia	Riverside	2440	22	58	36	91	2220	6	146	3	73	35	56	35	56	35	56	67.8	65.7	69.4	72.6	74.1	74.1	70.3
Woodman	101	Moorpark	2789	20	56	33	91	2538	6	167	3	84	35	56	35	56	35	56	68.4	66.3	68.5	72.6	74.3	74.3	70.4
Hazeltine	Fashion Square	Moorpark	1831	22	58	36	91	1666	6	110	3	55	35	56	35	56	35	56	66.5	64.4	68.1	71.4	72.9	72.8	69.1
Hazeltine	Magnolia	Riverside	2018	20	56	33	91	1836	6	121	3	61	35	56	35	56	35	56	66.9	64.9	68.6	71.8	73.6	73.6	69.6

Future With Project Conditions (2012)

ROAD SEGMENT			TOT. # VEH.	IVALENT LANE DIST/			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			CALC. NOISE LEV. (15 m from rdwy ctr)	Eq. Dis. Leq (dBA)	Eq. Dis. CNEL (dBA)	50 ft ROW Leq (dBA)
							Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT				
	from:	to:		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT													
Riverside	Van Nuys	Hazeltine	1742	26	62	40	91	1585	6	105	3	52	35	56	35	56	35	56	66.3	64.2	66.4	70.5	71.5	71.5	68.0
Riverside	Hazeltine	Woodman	2742	23	59	37	91	2495	6	164	3	82	35	56	35	56	35	56	68.3	66.2	68.4	72.5	73.8	73.8	70.1
Riverside	Woodman	Sunnyslope	2505	26	62	40	91	2280	6	150	3	75	35	56	35	56	35	56	67.9	65.8	68.0	72.1	73.1	73.1	69.6
Woodman	Magnolia	Riverside	2484	22	58	36	91	2260	6	149	3	75	35	56	35	56	35	56	67.9	65.8	69.5	72.7	74.2	74.2	70.4
Woodman	101	Moorpark	2842	20	56	33	91	2586	6	171	3	85	35	56	35	56	35	56	68.4	66.4	68.6	72.7	74.4	74.4	70.4
Hazeltine	Fashion Square	Moorpark	1891	22	58	36	91	1721	6	113	3	57	35	56	35	56	35	56	66.7	64.6	68.3	71.5	73.0	73.0	69.2
Hazeltine	Magnolia	Riverside	2134	20	56	33	91	1942	6	128	3	64	35	56	35	56	35	56	67.2	65.1	68.8	72.1	73.8	73.8	69.8

Sherman Oaks Fashion Square Expansion Project CNEL Noise Estimates - Based on PM Peak Hour

Existing Conditions (2007)

ROAD SEGMENT			TOT. # VEH.	EQUIVALENT LANE DISTANCE			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			CALC. NOISE LEV. (15 m from rdwy ctr)	Eq. Dis. Leq (dBA)	Eq. Dis. CNEL (dBA)	50 ft ROW Leq (dBA)
							Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT				
	from:	to:		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT													
Riverside	Van Nuys	Hazeltine	1561	26	62	40	91	1421	6	93.7	3	46.8	35	56	35	56	35	56	65.8	63.7	65.9	70.1	71.0	71.0	67.5
Riverside	Hazeltine	Woodman	2423	23	59	37	91	2204	6	145	3	72.7	35	56	35	56	35	56	67.7	65.7	67.9	72.0	73.3	73.3	69.6
Riverside	Woodman	Sunnyslope	2663	26	62	40	91	2423	6	160	3	79.9	35	56	35	56	35	56	68.2	66.1	68.3	72.4	73.3	73.3	69.8
Woodman	Magnolia	Riverside	2418	22	58	36	91	2200	6	145	3	72.5	35	56	35	56	35	56	67.7	65.6	69.4	72.6	74.1	74.1	70.3
Woodman	101	Moorpark	2654	20	56	33	91	2415	6	159	3	79.6	35	56	35	56	35	56	68.1	66.1	68.3	72.4	74.1	74.1	70.1
Hazeltine	Fashion Square	Moorpark	1945.5	22	58	36	91	1770	6	117	3	58.4	35	56	35	56	35	56	66.8	64.7	68.4	71.7	73.1	73.1	69.3
Hazeltine	Magnolia	Riverside	2157	20	56	33	91	1963	6	129	3	64.7	35	56	35	56	35	56	67.2	65.2	68.9	72.1	73.9	73.8	69.9

Future No Project Conditions (2012)

ROAD SEGMENT			TOT. # VEH.	EQUIVALENT LANE DISTANCE			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			CALC. NOISE LEV. (15 m from rdwy ctr)	Eq. Dis. Leq (dBA)	Eq. Dis. CNEL (dBA)	50 ft ROW Leq (dBA)
							Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT				
	from:	to:		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT													
Riverside	Van Nuys	Hazeltine	1786	26	62	40	91	1625	6	107	3	53.6	35	56	35	56	35	56	66.4	64.3	66.5	70.6	71.6	71.6	68.1
Riverside	Hazeltine	Woodman	2779	23	59	37	91	2529	6	167	3	83.4	35	56	35	56	35	56	68.3	66.3	68.5	72.6	73.9	73.9	70.2
Riverside	Woodman	Sunnyslope	3031	26	62	40	91	2758	6	182	3	90.9	35	56	35	56	35	56	68.7	66.6	68.8	72.9	73.9	73.9	70.4
Woodman	Magnolia	Riverside	2708	22	58	36	91	2464	6	162	3	81.2	35	56	35	56	35	56	68.2	66.1	69.8	73.1	74.6	74.5	70.8
Woodman	101	Moorpark	3023.5	20	56	33	91	2751	6	181	3	90.7	35	56	35	56	35	56	68.7	66.6	68.8	72.9	74.7	74.7	70.7
Hazeltine	Fashion Square	Moorpark	2180.5	22	58	36	91	1984	6	131	3	65.4	35	56	35	56	35	56	67.3	65.2	68.9	72.2	73.6	73.6	69.8
Hazeltine	Magnolia	Riverside	2416.5	20	56	33	91	2199	6	145	3	72.5	35	56	35	56	35	56	67.7	65.6	69.3	72.6	74.3	74.3	70.4

Future With Project Conditions (2012)

ROAD SEGMENT			TOT. # VEH.	EQUIVALENT LANE DISTANCE			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			CALC. NOISE LEV. (15 m from rdwy ctr)	Eq. Dis. Leq (dBA)	Eq. Dis. CNEL (dBA)	50 ft ROW Leq (dBA)
							Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT				
	from:	to:		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT													
Riverside	Van Nuys	Hazeltine	1898	26	62	40	91	1727	6	114	3	56.9	35	56	35	56	35	56	66.7	64.6	66.8	70.9	71.9	71.9	68.3
Riverside	Hazeltine	Woodman	3062	23	59	37	91	2786	6	184	3	91.9	35	56	35	56	35	56	68.8	66.7	68.9	73.0	74.3	74.3	70.6
Riverside	Woodman	Sunnyslope	3113	26	62	40	91	2833	6	187	3	93.4	35	56	35	56	35	56	68.8	66.7	68.9	73.1	74.0	74.0	70.5
Woodman	Magnolia	Riverside	2731	22	58	36	91	2485	6	164	3	81.9	35	56	35	56	35	56	68.3	66.2	69.9	73.1	74.6	74.6	70.8
Woodman	101	Moorpark	3049	20	56	33	91	2775	6	183	3	91.5	35	56	35	56	35	56	68.7	66.7	68.9	73.0	74.7	74.7	70.7
Hazeltine	Fashion Square	Moorpark	2222.5	22	58	36	91	2022	6	133	3	66.7	35	56	35	56	35	56	67.4	65.3	69.0	72.2	73.7	73.7	69.9
Hazeltine	Magnolia	Riverside	2514	20	56	33	91	2288	6	151	3	75.4	35	56	35	56	35	56	67.9	65.8	69.5	72.8	74.5	74.5	70.5

Sherman Oaks Fashion Square Expansion Project CNEL Noise Estimates - Based on AM Peak Hour

Existing Conditions (2007)

ROAD SEGMENT			TOT. # VEH.	EQUIVALENT LANE DISTANCE			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			CALC. NOISE LEV. (15 m from rdwy ctr)	Eq. Dis. Leq (dBA)	Eq. Dis. CNEL (dBA)	50 ft ROW Leq (dBA)
							Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT				
	from:	to:		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT													
Riverside	Van Nuys	Hazeltine	1626	26	62	40	91	1479	6	97.5	3	48.8	35	56	35	56	35	56	66.0	63.9	66.1	70.2	71.2	71.2	67.7
Riverside	Hazeltine	Woodman	2394	23	59	37	91	2178	6	144	3	71.8	35	56	35	56	35	56	67.7	65.6	67.8	71.9	73.2	73.2	69.5
Riverside	Woodman	Sunnyslope	2814	26	62	40	91	2561	6	169	3	84.4	35	56	35	56	35	56	68.4	66.3	68.5	72.6	73.6	73.6	70.1
Woodman	Magnolia	Riverside	2456	22	58	36	91	2235	6	147	3	73.7	35	56	35	56	35	56	67.8	65.7	69.4	72.7	74.1	74.1	70.3
Woodman	101	Moorpark	2420.5	20	56	33	91	2203	6	145	3	72.6	35	56	35	56	35	56	67.7	65.7	67.9	72.0	73.7	73.7	69.7
Hazeltine	Fashion Square	Moorpark	1788	22	58	36	91	1627	6	107	3	53.6	35	56	35	56	35	56	66.4	64.3	68.0	71.3	72.8	72.7	69.0
Hazeltine	Magnolia	Riverside	1667	20	56	33	91	1517	6	100	3	50	35	56	35	56	35	56	66.1	64.0	67.7	71.0	72.7	72.7	68.8

Future No Project Conditions (2012)

ROAD SEGMENT			TOT. # VEH.	EQUIVALENT LANE DISTANCE			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			CALC. NOISE LEV. (15 m from rdwy ctr)	Eq. Dis. Leq (dBA)	Eq. Dis. CNEL (dBA)	50 ft ROW Leq (dBA)
							Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT				
	from:	to:		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT													
Riverside	Van Nuys	Hazeltine	1846	26	62	40	91	1680	6	111	3	55.4	35	56	35	56	35	56	66.6	64.5	66.7	70.8	71.7	71.7	68.2
Riverside	Hazeltine	Woodman	2712	23	59	37	91	2468	6	163	3	81.4	35	56	35	56	35	56	68.2	66.1	68.3	72.5	73.8	73.8	70.1
Riverside	Woodman	Sunnyslope	3273	26	62	40	91	2978	6	196	3	98.2	35	56	35	56	35	56	69.0	67.0	69.2	73.3	74.2	74.2	70.7
Woodman	Magnolia	Riverside	2616.5	22	58	36	91	2381	6	157	3	78.5	35	56	35	56	35	56	68.1	66.0	69.7	72.9	74.4	74.4	70.6
Woodman	101	Moorpark	2735.5	20	56	33	91	2489	6	164	3	82.1	35	56	35	56	35	56	68.3	66.2	68.4	72.5	74.2	74.2	70.3
Hazeltine	Fashion Square	Moorpark	2010.5	22	58	36	91	1830	6	121	3	60.3	35	56	35	56	35	56	66.9	64.8	68.5	71.8	73.3	73.3	69.5
Hazeltine	Magnolia	Riverside	1877	20	56	33	91	1708	6	113	3	56.3	35	56	35	56	35	56	66.6	64.5	68.3	71.5	73.2	73.2	69.3

Future With Project Conditions (2012)

ROAD SEGMENT			TOT. # VEH.	EQUIVALENT LANE DISTANCE			VEHICLE TYPE %						VEHICLE SPEED						NOISE LEVEL (dBA)			CALC. NOISE LEV. (15 m from rdwy ctr)	Eq. Dis. Leq (dBA)	Eq. Dis. CNEL (dBA)	50 ft ROW Leq (dBA)
							Auto		MT		HT		Auto	k/h	MT	k/h	HT	k/h	Auto	MT	HT				
	from:	to:		D1	D2	Eq. Dis.	%	Auto	%	MT	%	HT													
Riverside	Van Nuys	Hazeltine	1865	26	62	40	91	1697	6	112	3	56	35	56	35	56	35	56	66.6	64.5	66.7	70.8	71.8	71.8	68.3
Riverside	Hazeltine	Woodman	2759	23	59	37	91	2510	6	166	3	82.8	35	56	35	56	35	56	68.3	66.2	68.4	72.5	73.9	73.8	70.1
Riverside	Woodman	Sunnyslope	3290	26	62	40	91	2994	6	197	3	98.7	35	56	35	56	35	56	69.1	67.0	69.2	73.3	74.2	74.2	70.7
Woodman	Magnolia	Riverside	2757.5	22	58	36	91	2509	6	165	3	82.7	35	56	35	56	35	56	68.3	66.2	69.9	73.2	74.6	74.6	70.8
Woodman	101	Moorpark	2793	20	56	33	91	2542	6	168	3	83.8	35	56	35	56	35	56	68.4	66.3	68.5	72.6	74.3	74.3	70.4
Hazeltine	Fashion Square	Moorpark	2019.5	22	58	36	91	1838	6	121	3	60.6	35	56	35	56	35	56	67.0	64.9	68.6	71.8	73.3	73.3	69.5
Hazeltine	Magnolia	Riverside	1894	20	56	33	91	1724	6	114	3	56.8	35	56	35	56	35	56	66.7	64.6	68.3	71.5	73.3	73.3	69.3

APPENDIX E

GEOTECHNICAL & SOILS

Krazan & ASSOCIATES, INC.

GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

September 27, 2006

KA Project No. 112-06041

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

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

Dear Mr. Kitchen:

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

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

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

Respectfully submitted,
KRAZAN & ASSOCIATES, INC.

James Kellogg

James M. Kellogg, PE
Regional Manager

cc: Addressee (4)

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

PROJECT NO. 112-06041
SEPTEMBER 27, 2006

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

ATTENTION: MR. CHRIS KITCHEN

PREPARED BY:

KRAZAN & ASSOCIATES, INC.
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ONTARIO, CALIFORNIA 91761
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Krazan & ASSOCIATES, INC.

GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

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

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Krazan & ASSOCIATES, INC.

GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

September 27, 2006

KA Project No. 112-06041

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

INTRODUCTION

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

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

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

PURPOSE AND SCOPE OF SERVICES

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

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

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

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

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

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

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

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

PROPOSED CONSTRUCTION

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

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

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

SITE LOCATION AND SITE DESCRIPTION

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

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

SITE INVESTIGATION

GEOLOGIC SETTING

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

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

FIELD AND LABORATORY INVESTIGATIONS

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

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

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

SOIL PROFILE AND SUBSURFACE CONDITIONS

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

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

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

GROUNDWATER

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

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

SEISMICITY AND LIQUEFACTION POTENTIAL

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

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

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

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

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

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

SOIL CORROSIVITY

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

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

CONCLUSIONS AND RECOMMENDATIONS

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

ADMINISTRATIVE SUMMARY

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

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

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

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

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

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

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

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

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

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

GROUNDWATER INFLUENCE ON STRUCTURES/CONSTRUCTION

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

SITE PREPARATION

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

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

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

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

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

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

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

ENGINEERED FILL

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

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

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

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

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

TEMPORARY EXCAVATION STABILITY

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

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

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

UTILITY TRENCH LOCATION, CONSTRUCTION AND BACKFILL

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

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

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

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

COMPACTED MATERIAL ACCEPTANCE

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

SURFACE DRAINAGE AND LANDSCAPING

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

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

DEEP FOUNDATION

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

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

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

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

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

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

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

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

*P is applied lateral load in kips

FLOOR SLABS AND EXTERIOR FLATWORK

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

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

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

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

RETAINING WALLS

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

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

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

PAVEMENT DESIGN

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

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

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

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

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

SITE COEFFICIENT

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

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

SOIL CORROSIVITY

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

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

TESTING AND INSPECTION

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

LIMITATIONS

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

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

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

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

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

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

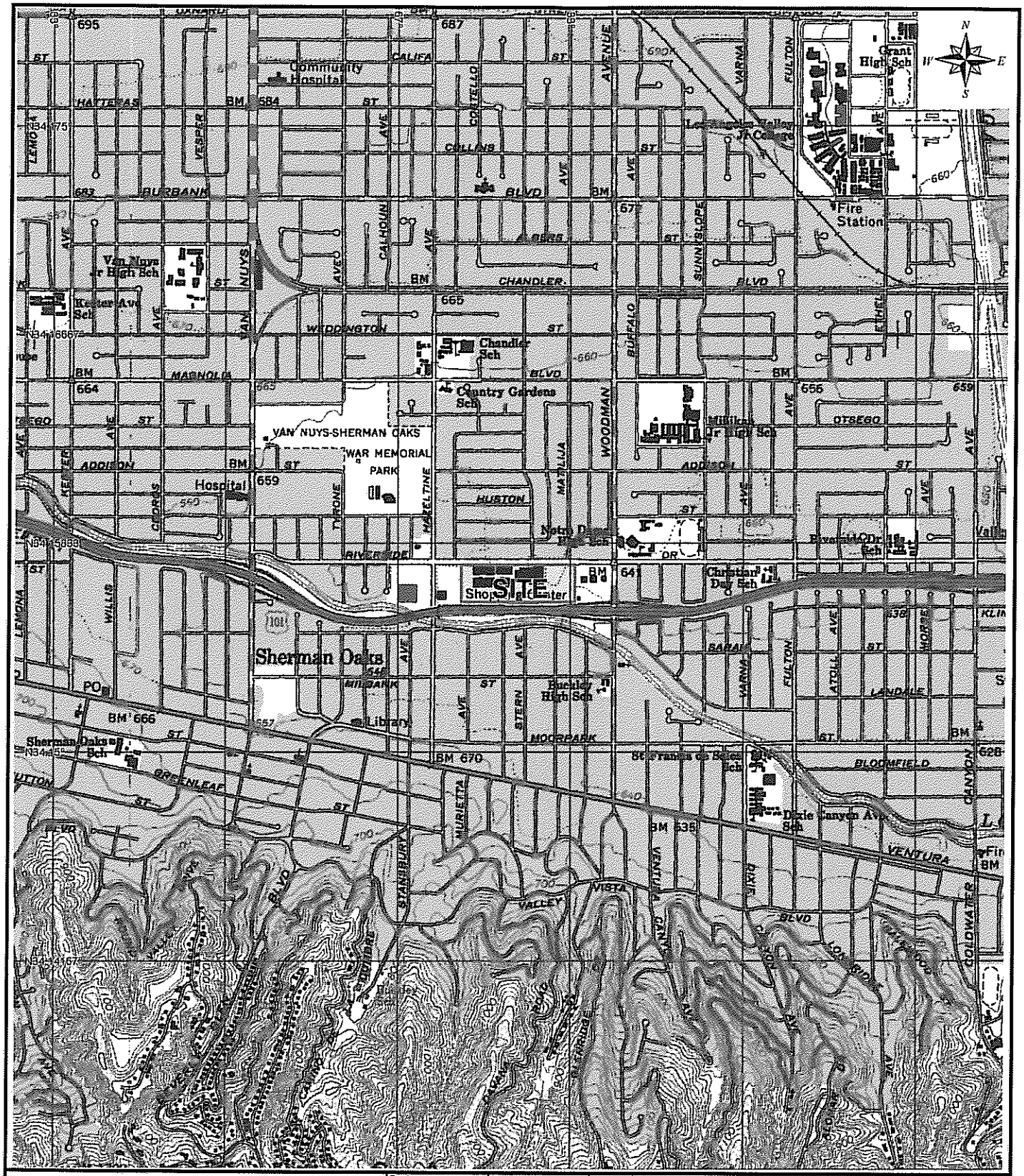
Respectfully submitted,
KRAZAN & ASSOCIATES, INC.

James Kellogg

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

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

CJ/JMK:rm

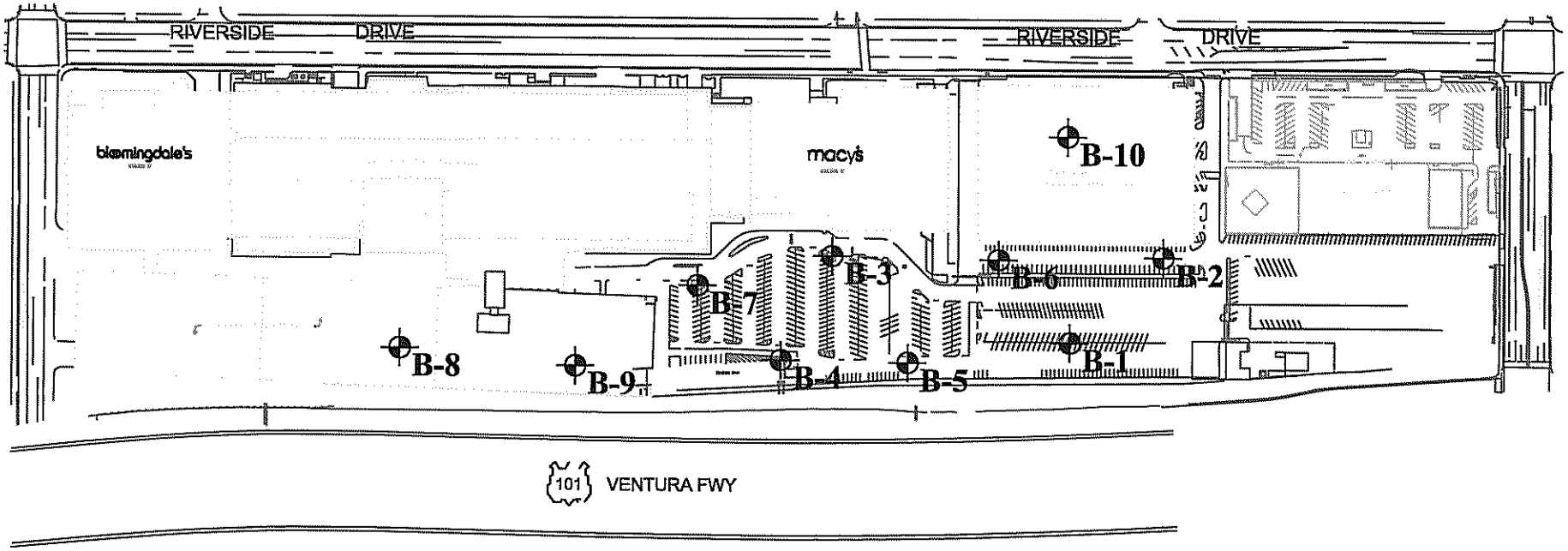


PROPOSED FASHION SQUARE EXPANSION SHERMAN OAKS, CALIFORNIA	Scale: 1:24,000	Date: July '06
	Drawn by: CJ	Approved by: CJ
VICINITY MAP	Project No. 112-06041	Figure No. 1

Krazan

GEOTECHNICAL ENGINEERS

Offices Serving the Western United States

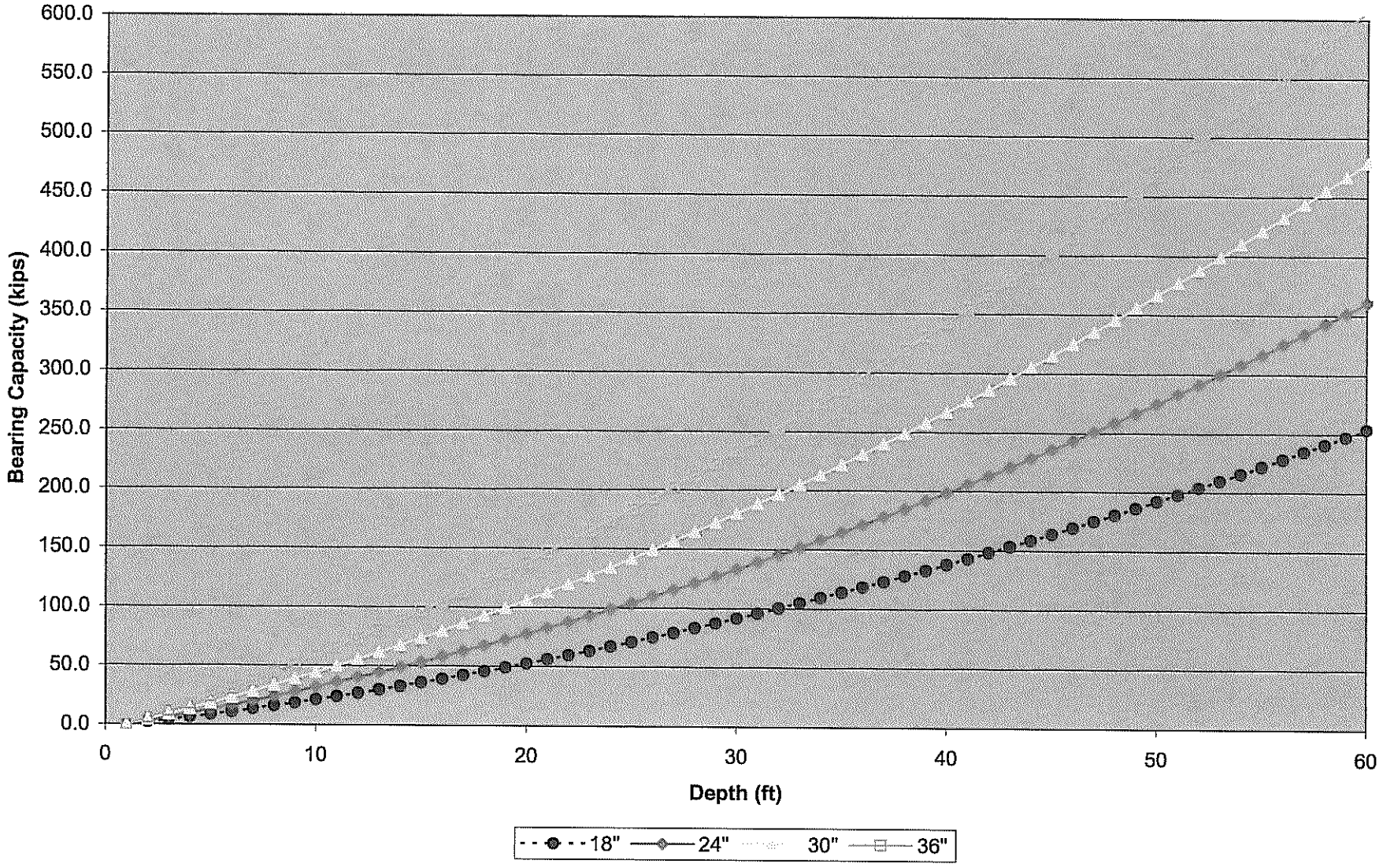


LEGEND

B-10 APPROXIMATE BORING LOCATION

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

FIGURE 3, PILE CAPACITY



APPENDIX A

FIELD AND LABORATORY INVESTIGATIONS

Field Investigation

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

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

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

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

Laboratory Investigation

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

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

Krazan & ASSOCIATES, INC.

GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

UNIFIED SOIL CLASSIFICATION SYSTEM

UNIFIED SOIL CLASSIFICATION AND SYMBOL CHART

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

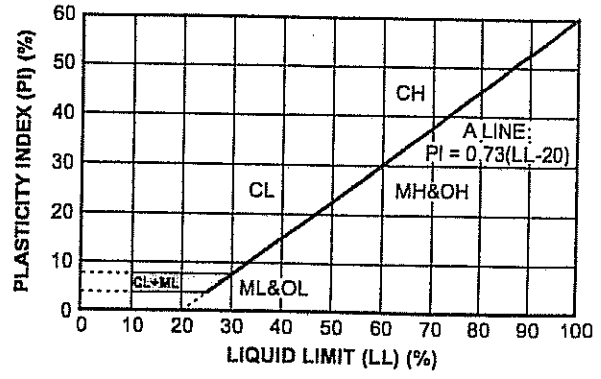
CONSISTENCY CLASSIFICATION

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

GRAIN SIZE CLASSIFICATION

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

PLASTICITY CHART



Log of Drill Hole B1

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

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

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

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

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

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

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

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

Sheet: 1 of 1

Log of Drill Hole B2

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

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

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

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

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

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

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

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

Log of Drill Hole B2

Project: Westfield Fashion Square Expansion

Project No: 112-06041

Client: Westfield Corporation, Inc.

Figure No.: A-2

Location: Sherman Oaks, CA

Logged By: AK

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

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

Water Content (%): 10 20 30 40

Drill Method: Hollow Stem Auger

Drill Date: 06/27/06

Drill Rig: CME 55

Krazan and Associates

Hole Size: 8"

Driller: TS

Elevation: See Site Plan

Log of Drill Hole B4

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

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

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

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

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

Water Content (%): 10 20 30 40

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

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

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

Sheet: 1 of 1

Log of Drill Hole B3

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

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

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

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

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

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

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

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

Log of Drill Hole B3

Project: Westfield Fashion Square Expansion

Project No: 112-06041

Client: Westfield Corporation, Inc.

Figure No.: A-3

Location: Sherman Oaks, CA

Logged By: AK

Depth to Water> 43.5'

Initial:

At Completion:

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

Drill Method: Hollow Stem Auger

Drill Date: 06/28/06

Drill Rig: CME 55

Krazan and Associates

Hole Size: 8"

Driller: TS

Elevation: See Site Plan

Log of Drill Hole B5

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

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

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

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

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

Water Content (%): 10 20 30 40

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

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

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

Sheet: 1 of 1

Log of Drill Hole B6

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

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

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

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

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

Water Content (%): 10 20 30 40

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

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

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

Log of Drill Hole B6

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

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

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

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

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

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

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

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

Log of Drill Hole B7

Project: Westfield Fashion Square Expansion

Project No: 112-06041

Client: Westfield Corporation, Inc.

Figure No.: A-7

Location: Sherman Oaks, CA

Logged By: AK

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

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

Drill Method: Hollow Stem Auger

Drill Rig: CME 55

Driller: TS

Krazan and Associates

Drill Date: 06/28/06

Hole Size: 8"

Elevation: See Site Plan

Log of Drill Hole B7

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

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

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

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

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

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

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

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

Log of Drill Hole B8

Project: Westfield Fashion Square Expansion

Project No: 112-06041

Client: Westfield Corporation, Inc.

Figure No.: A-8

Location: Sherman Oaks, CA

Logged By: AK

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

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

Water Content (%): 10 20 30 40

Drill Method: Hollow Stem Auger

Drill Rig: LAR (custom)

Driller: Pacific Drilling

Krazan and Associates

Drill Date: 08/14/06

Hole Size: 8"

Elevation: See Site Plan

Log of Drill Hole B8

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

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

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

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

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

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

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

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

Krazan and Associates

Log of Drill Hole B9

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

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

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

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

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

Water Content (%): 10 20 30 40

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

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

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

Sheet: 1 of 1

Log of Drill Hole B10

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

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

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

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

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

Water Content (%): 10 20 30 40

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

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

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

Log of Drill Hole B10

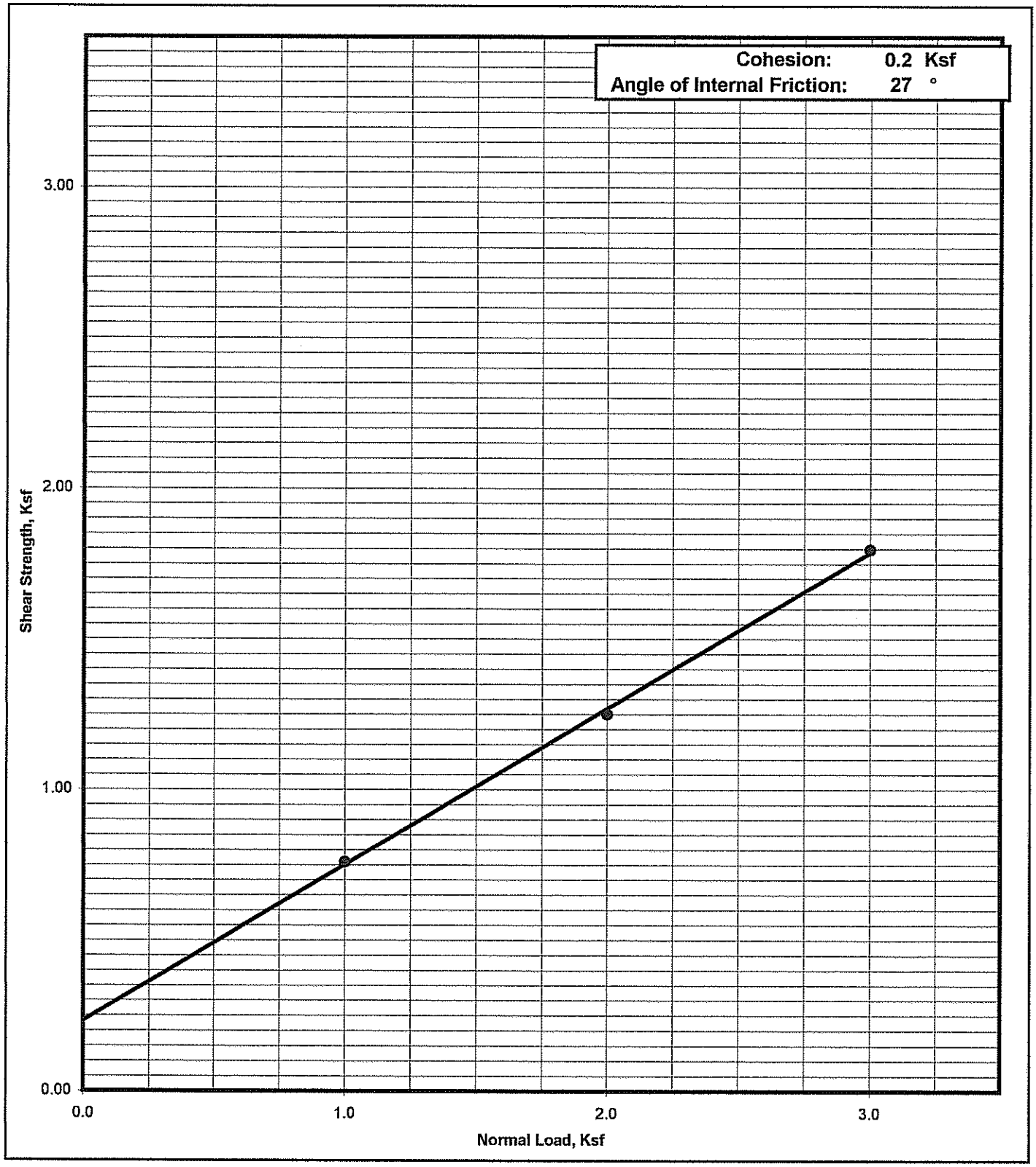
Project: Westfield Fashion Square Expansion
Project No: 112-06041
Client: Westfield Corporation, Inc.
Figure No.: A-10
Location: Sherman Oaks, CA
Logged By: AK
Depth to Water> **Initial:** **At Completion:**

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

Drill Method: Hollow Stem Auger
Drill Date: 08/16/06
Drill Rig: LAR (custom)
Krazan and Associates
Hole Size: 8"
Driller: Pacific Drilling
Elevation: See Site Plan
Sheet: 2 of 2

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

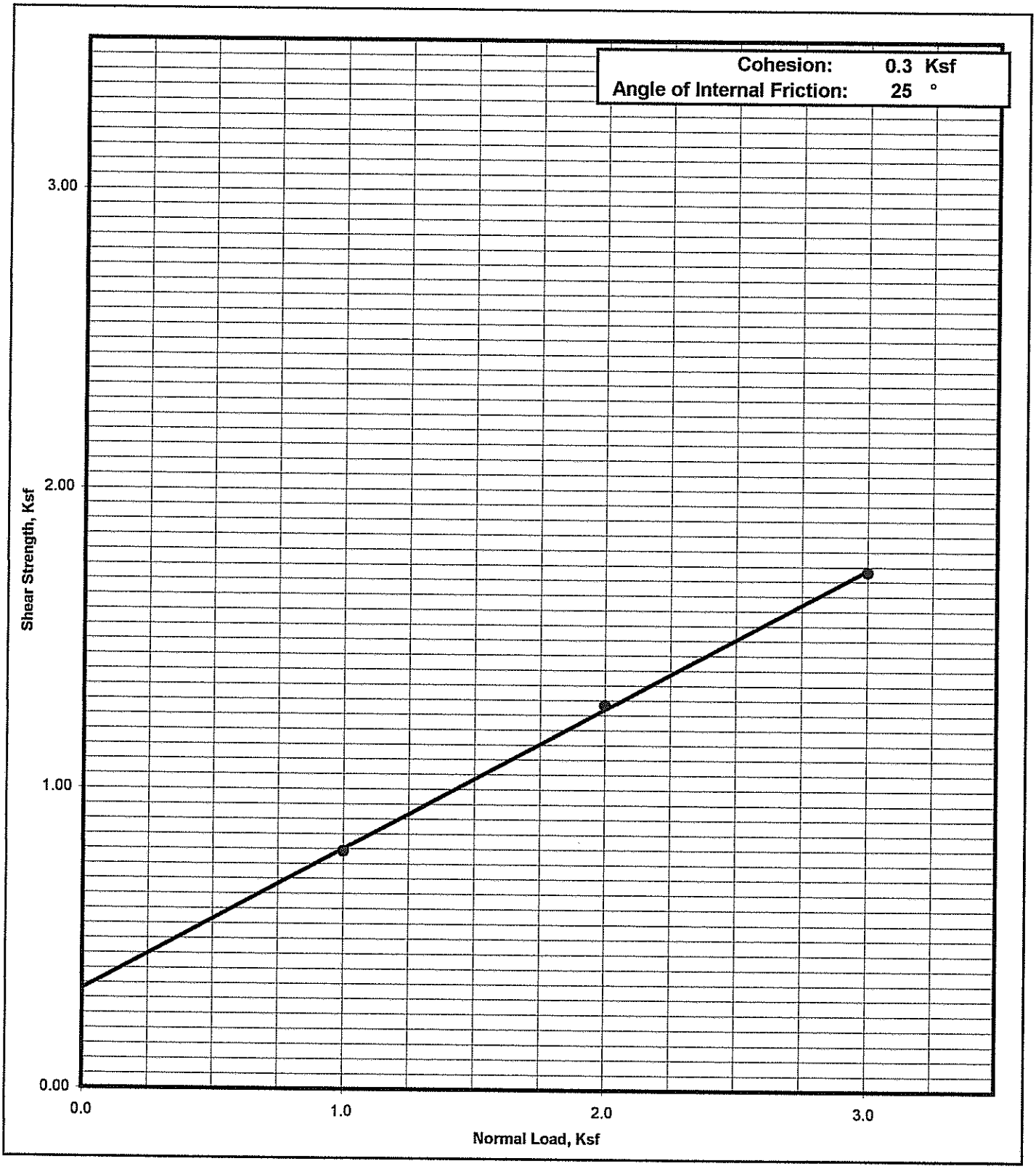
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-2 @ 2'	(ML), Sandy Silt w/ Clay	7/6/06



Krazan Testing Laboratory

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

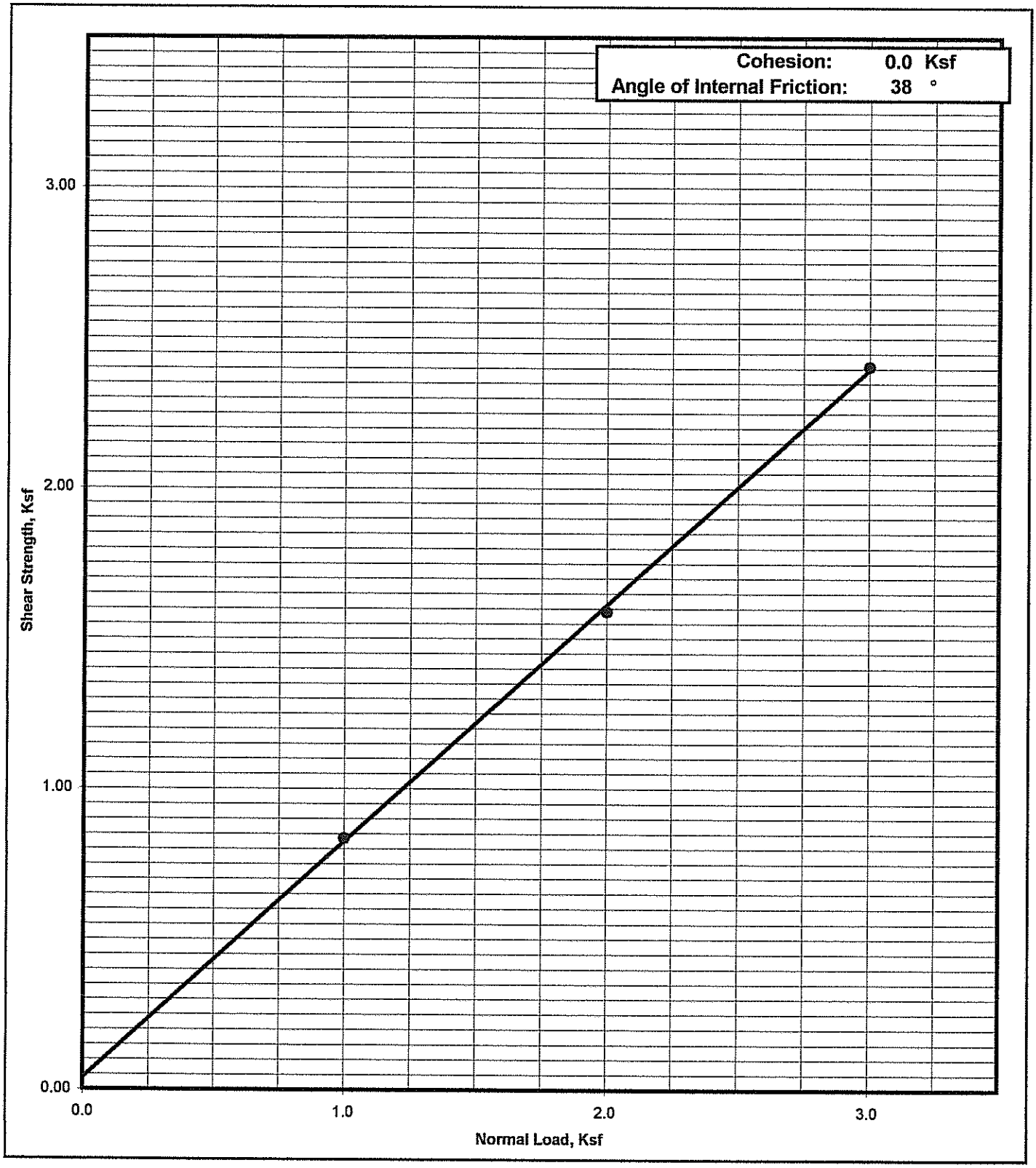
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-7 @ 2'	(ML), Sandy Silt w/ Clay	7/6/06



Krazan Testing Laboratory

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

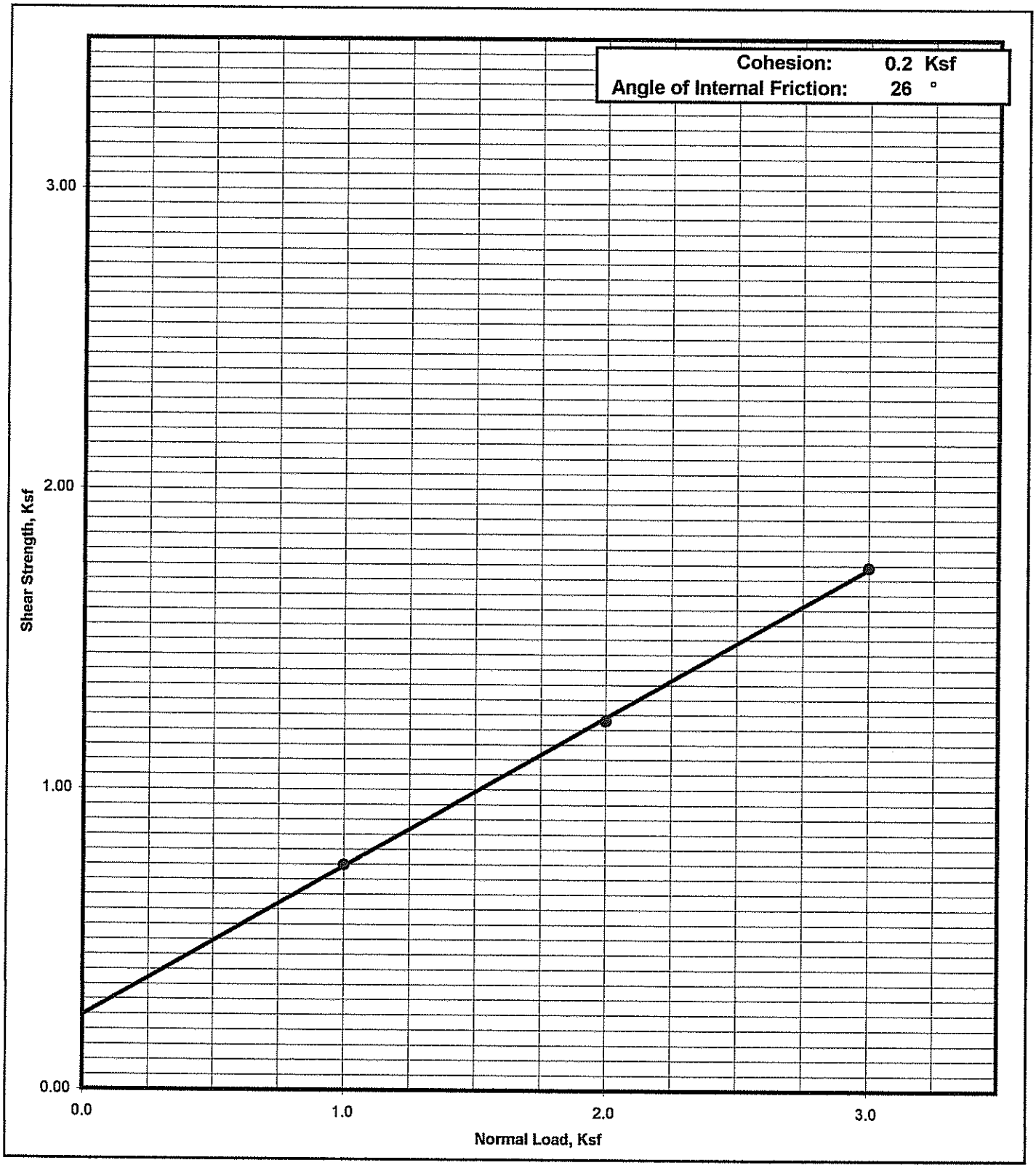
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-8 @ 10' - 11'	(SM-SP), Silty Sand - Sand w/ Trace Gravel	8/21/06



Krazan Testing Laboratory

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

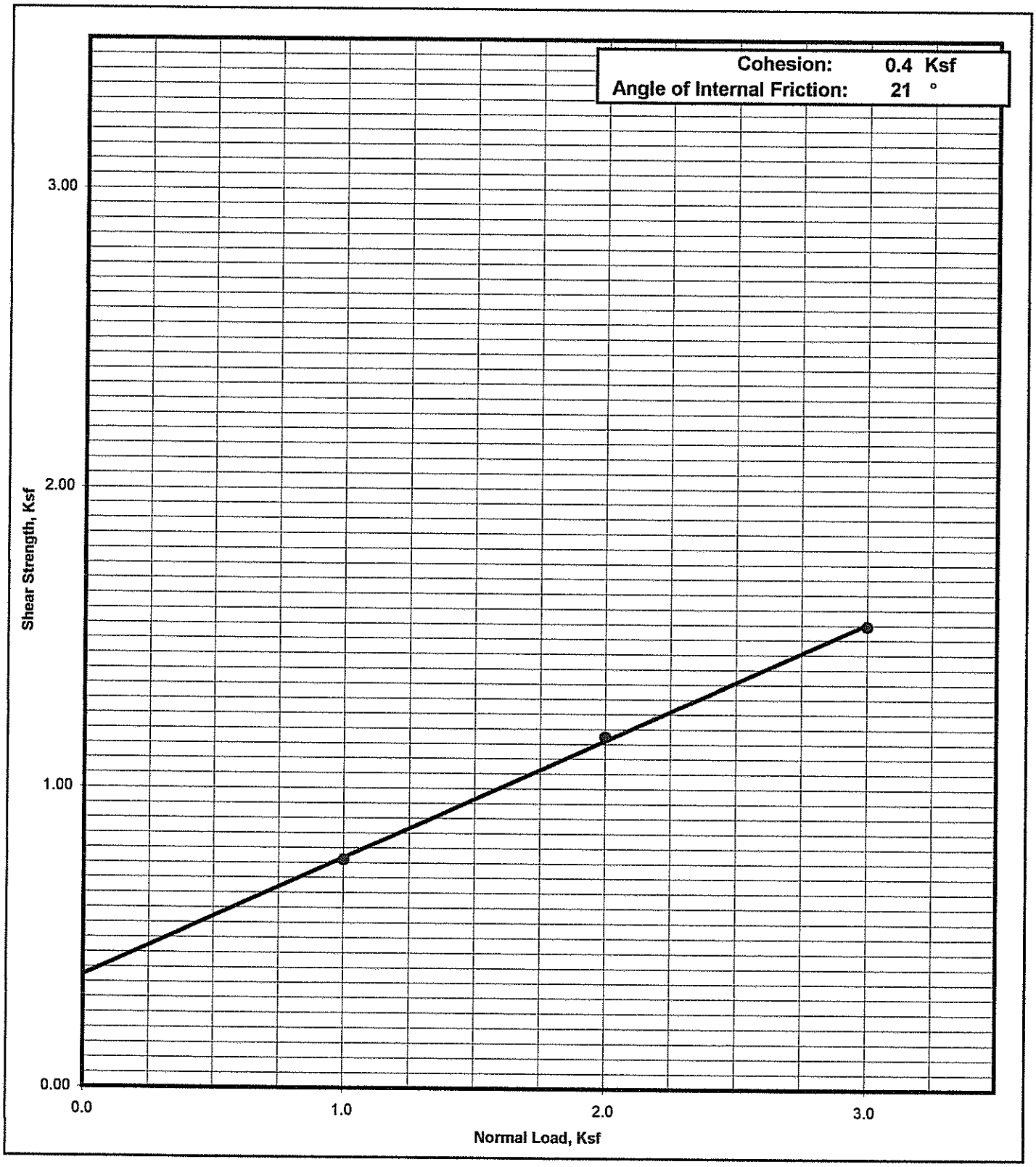
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-8 @ 20' - 21'	(ML), Sandy Silt w/ Clay	8/21/06



Krazan Testing Laboratory

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

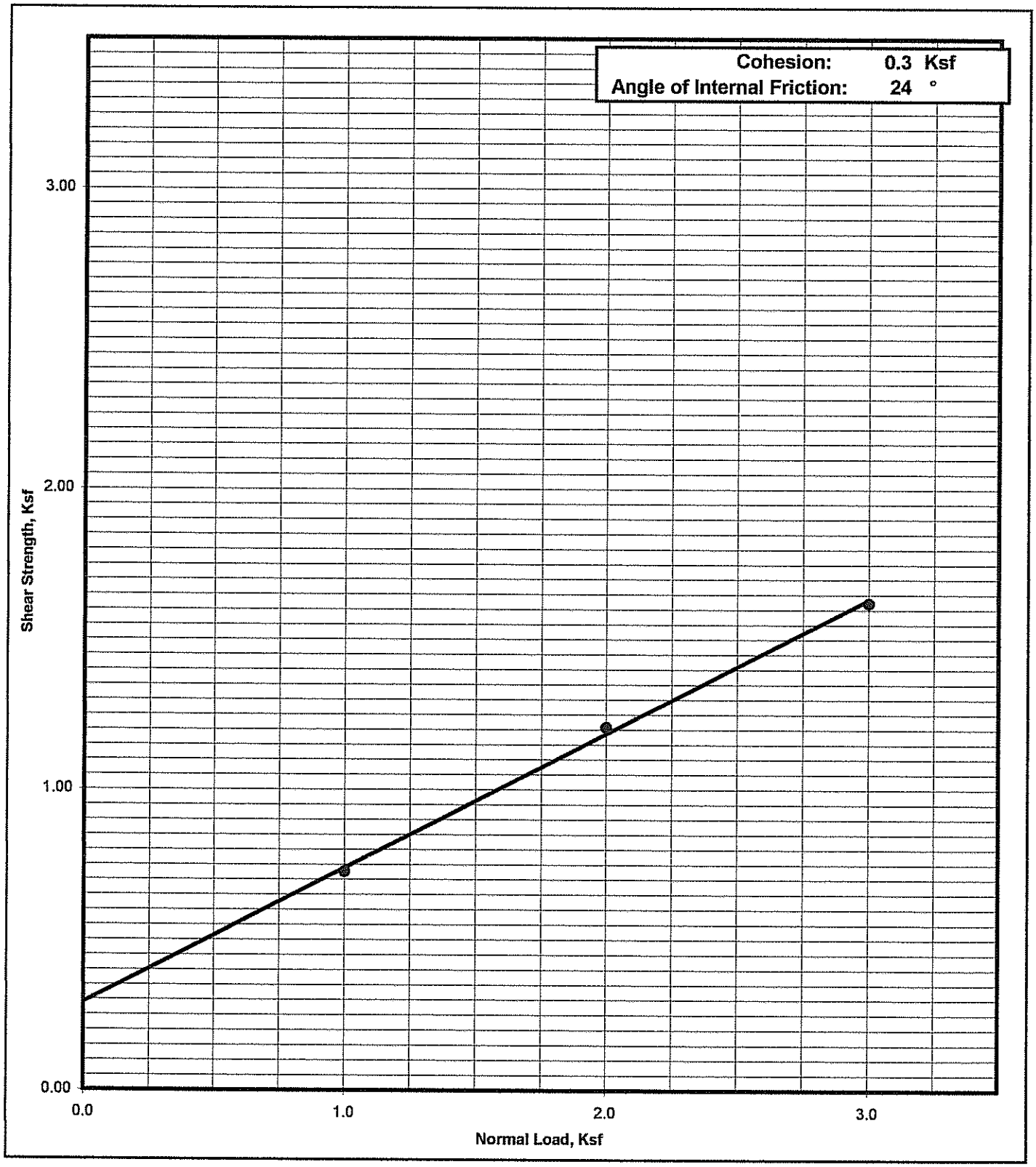
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-8 @ 30' - 31'	(ML), Clayey Silt	8/21/06



Krazan Testing Laboratory

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

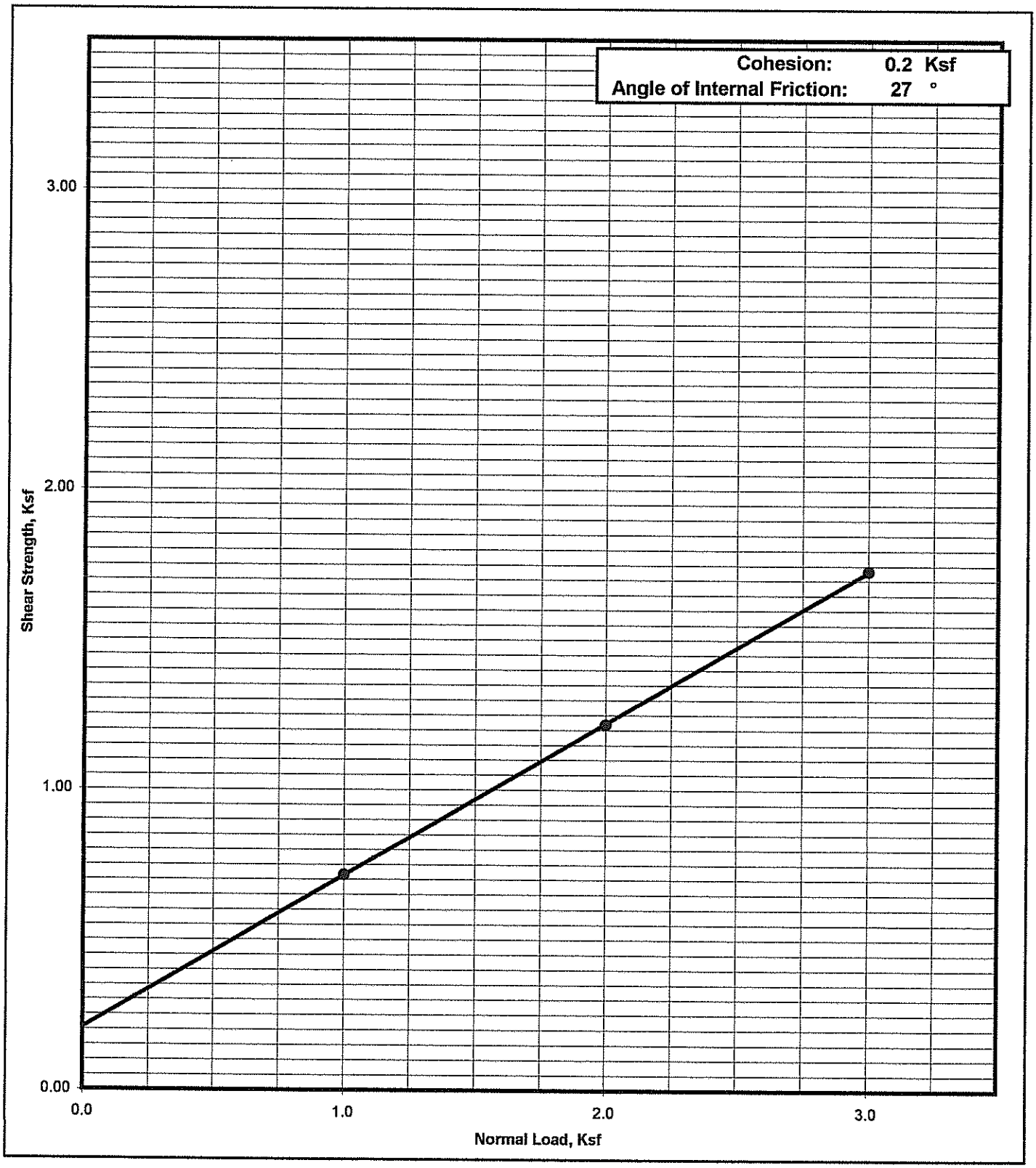
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-8 @ 40' - 41'	(ML), Sandy Silt w/ Clay	8/21/06



Krazan Testing Laboratory

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

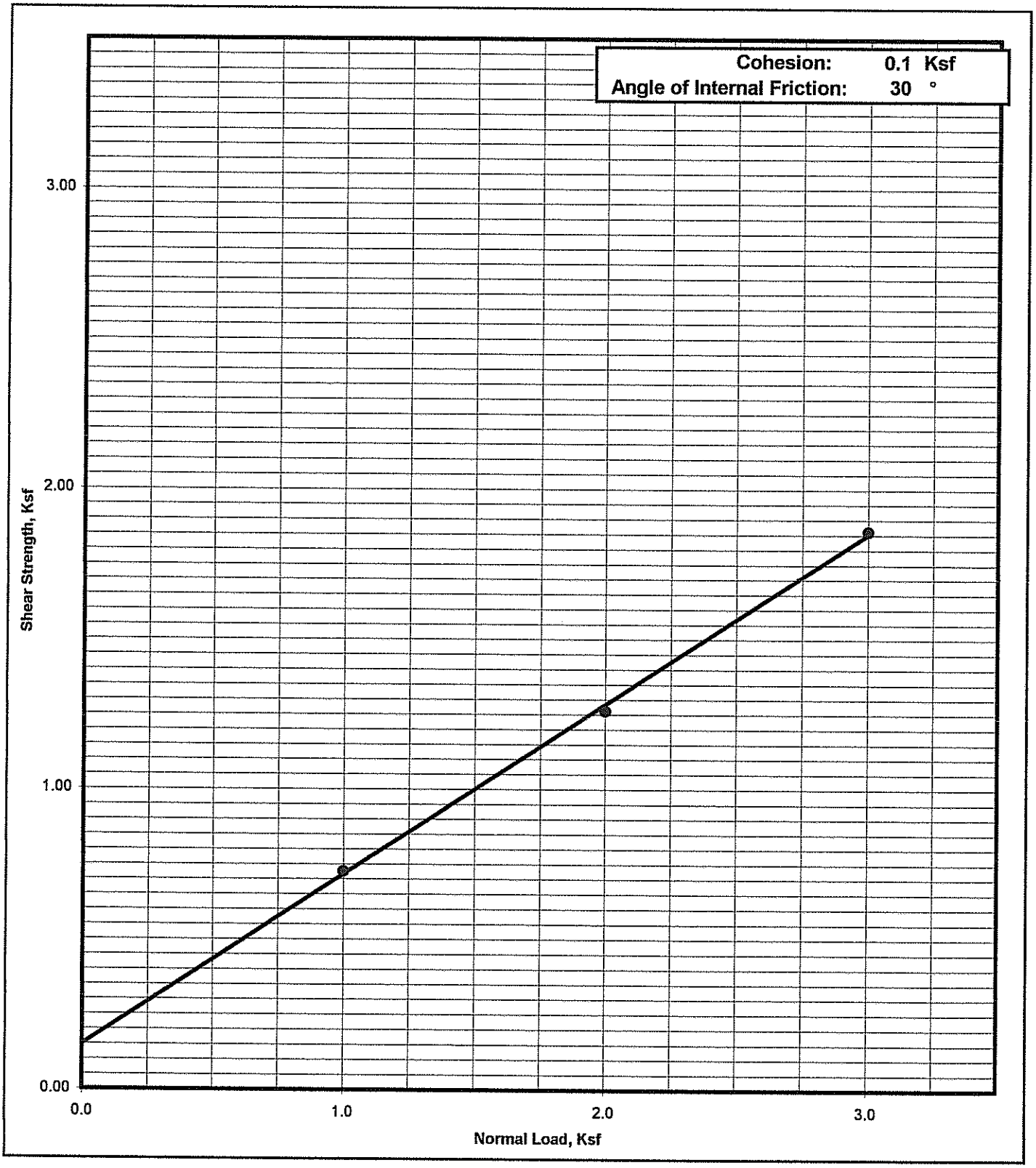
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-10 @ 15' - 16'	(ML), Sandy Silt w/ Trace Clay	8/21/06



Krazan Testing Laboratory

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

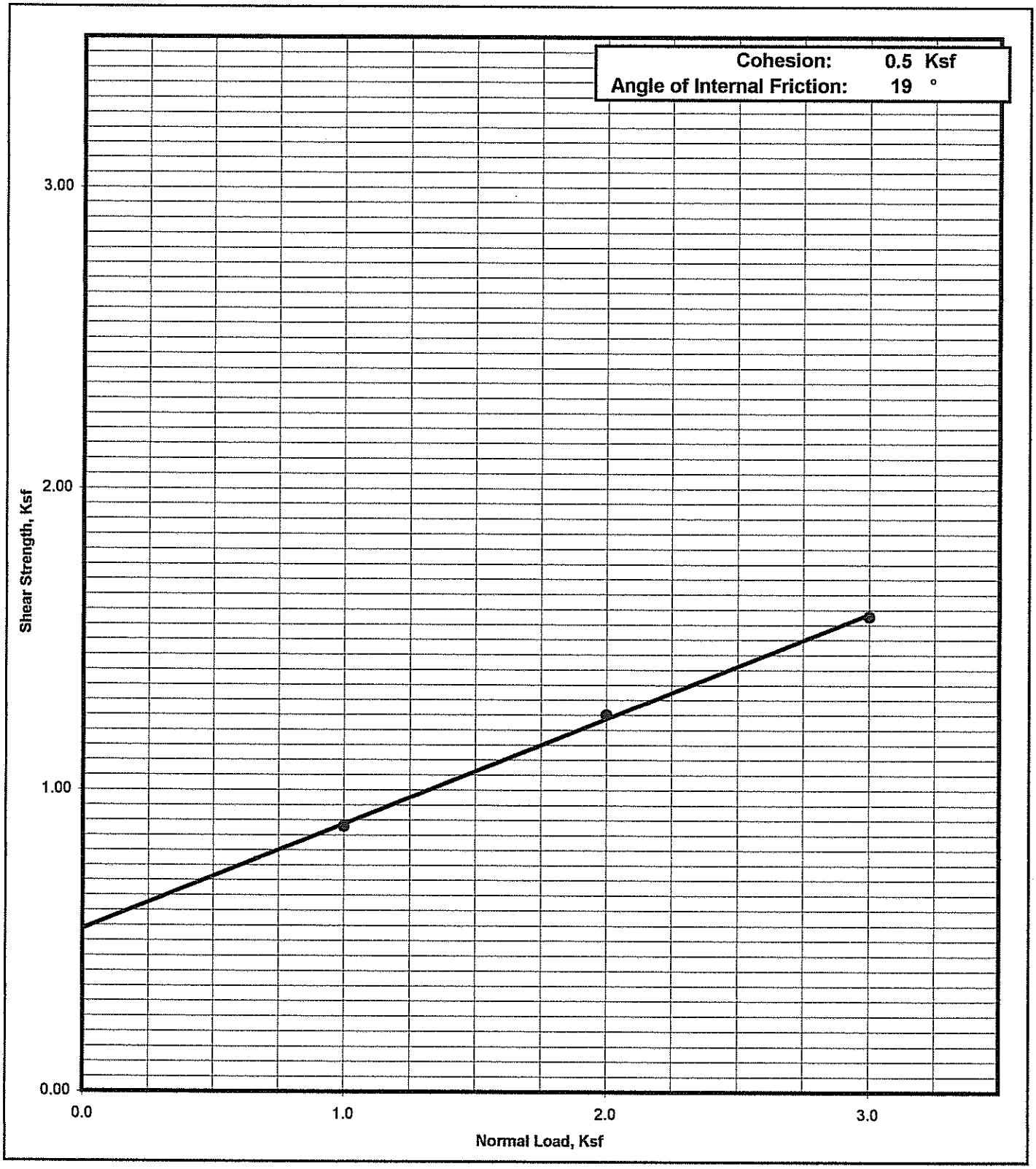
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-10 @ 25' - 26'	(SM-ML), Silty Sand-Sandy Silt w/ Trace Clay	8/21/06



Krazan Testing Laboratory

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

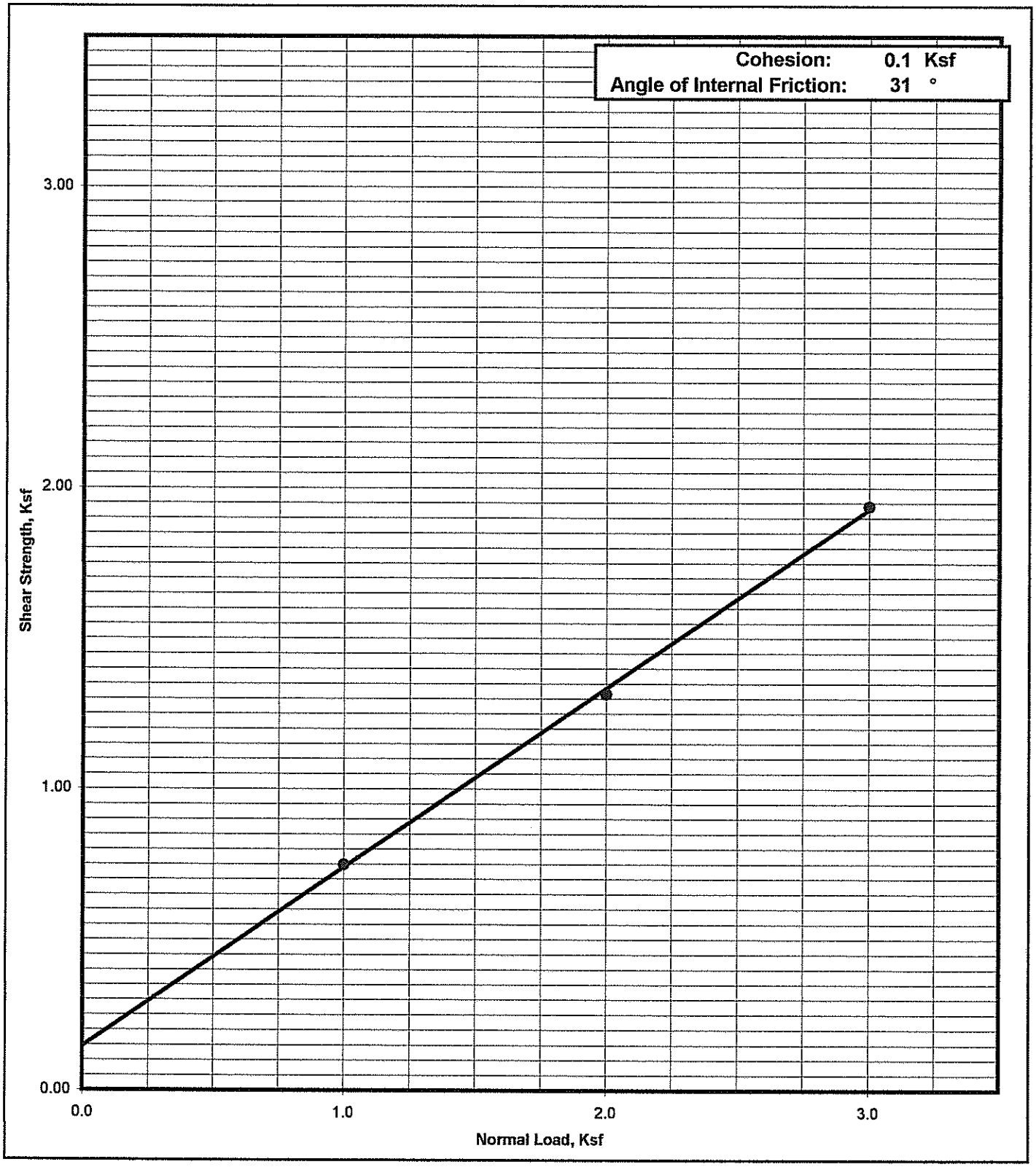
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-10 @ 35' - 36'	(CL), Silty Clay	8/21/06



Krazan Testing Laboratory

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

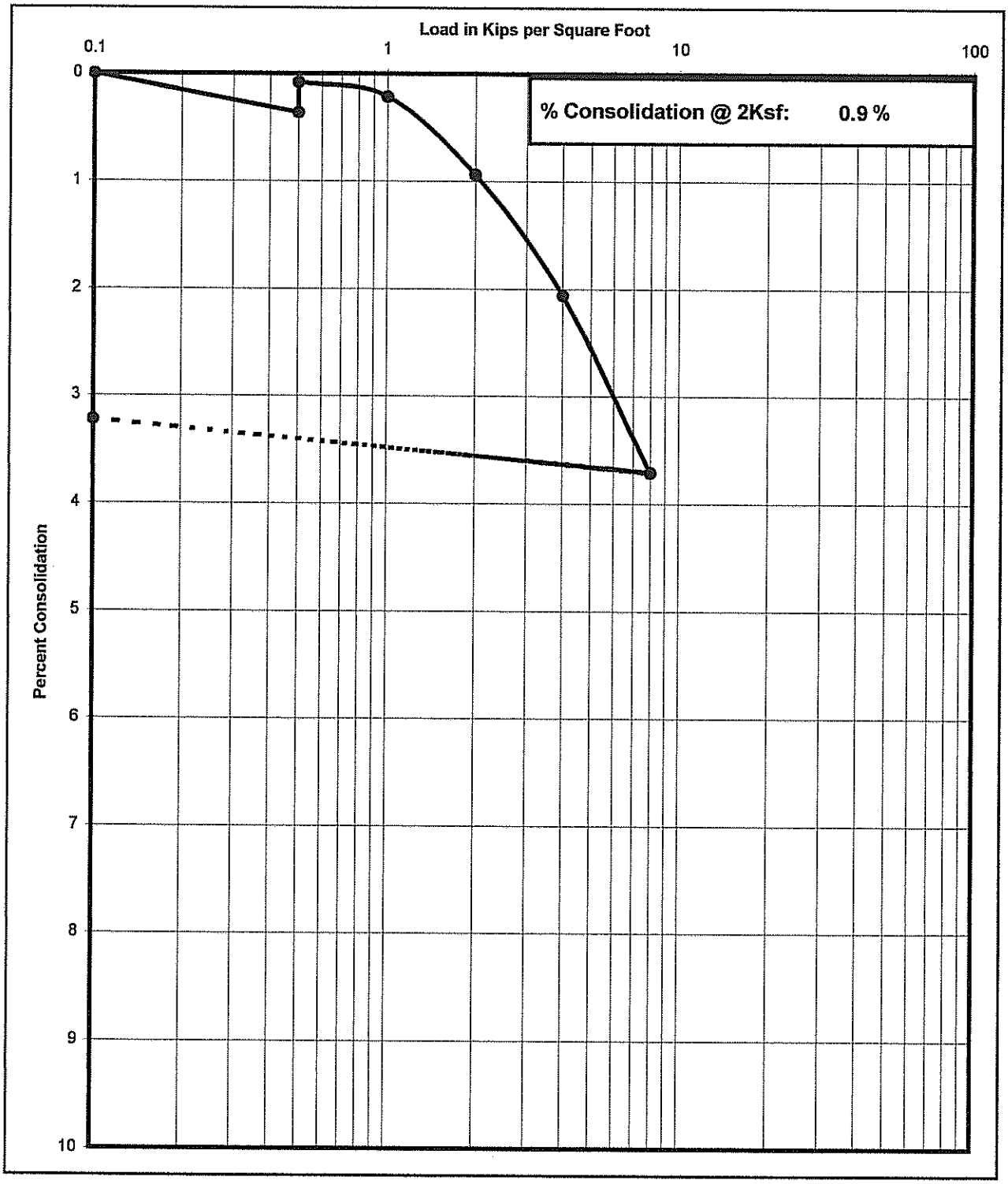
Project Number	Boring No. & Depth	Soil Type	Date
112-06041	B-10 @ 45' - 46'	(SM-ML), Silty Sand-Sandy Silt w/ Trace Clay	8/21/06



Krazan Testing Laboratory

Consolidation Test

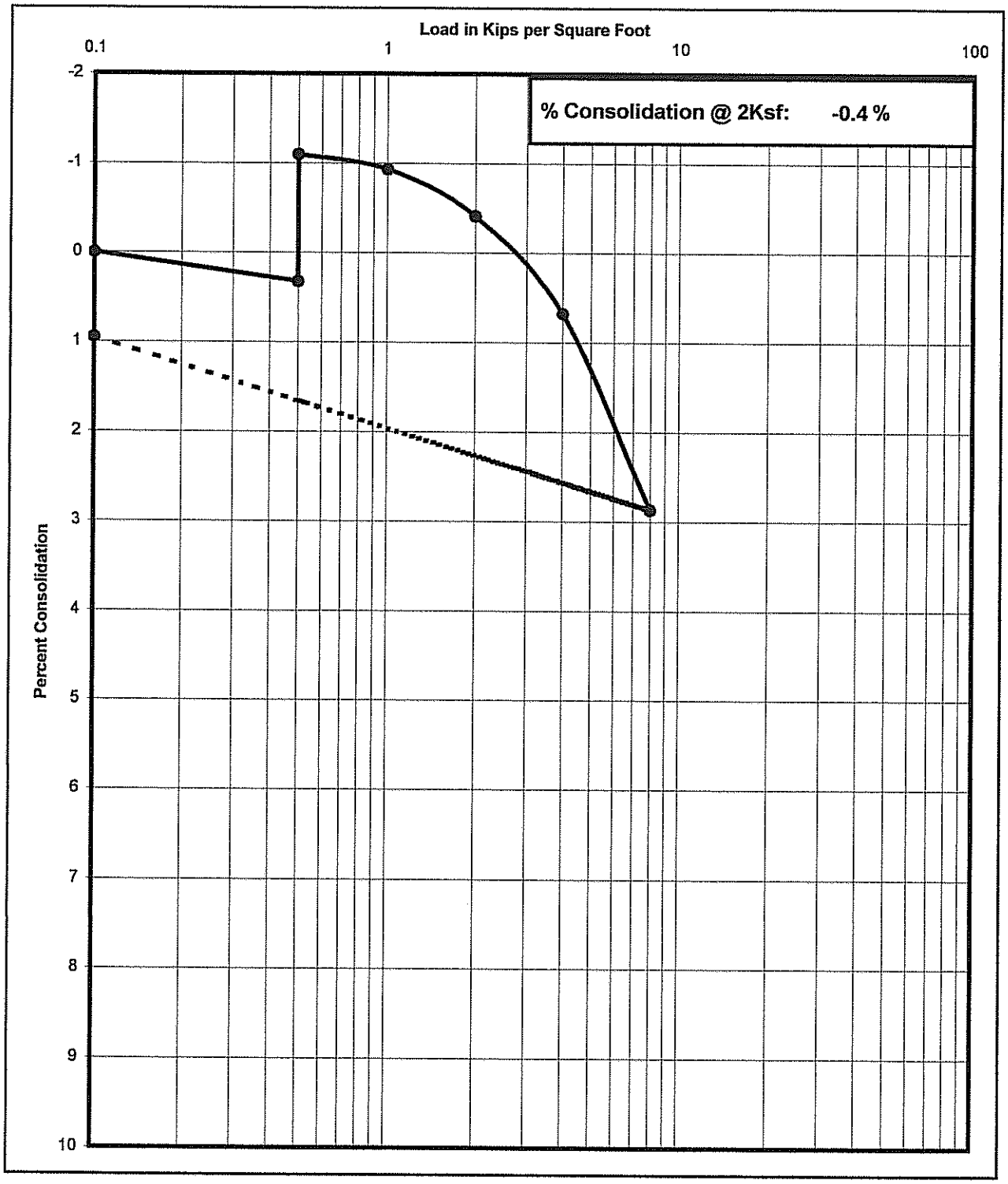
Project No	Boring No. & Depth	Date	Soil Classification
112-06041	B-1 @ 5'	7/6/06	(ML), Clayey Silt



Krazan Testing Laboratory

Consolidation Test

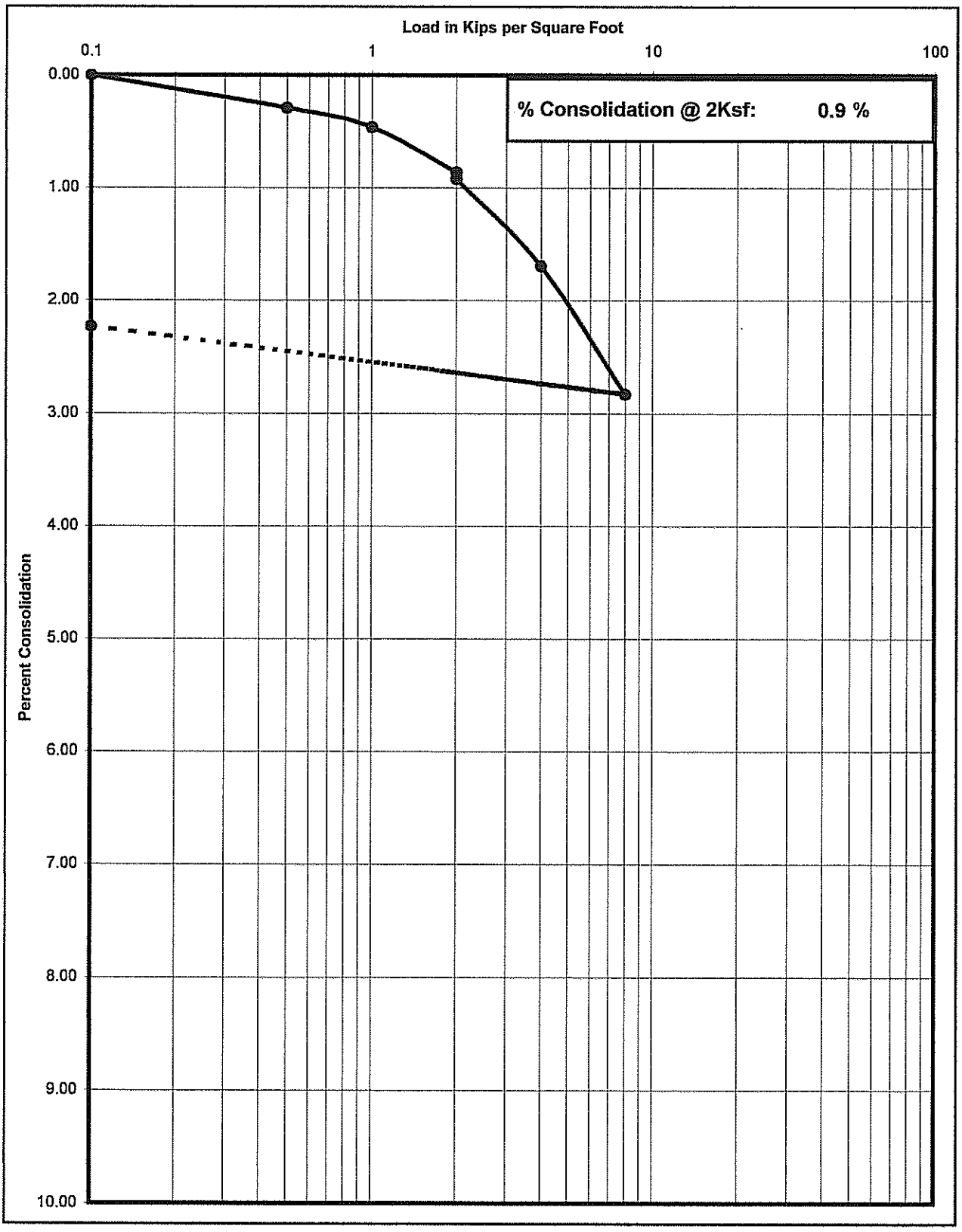
Project No	Boring No. & Depth	Date	Soil Classification
112-06041	B-5 @ 5'	7/6/06	(CL), Silty Clay



Krazan Testing Laboratory

Consolidation Test

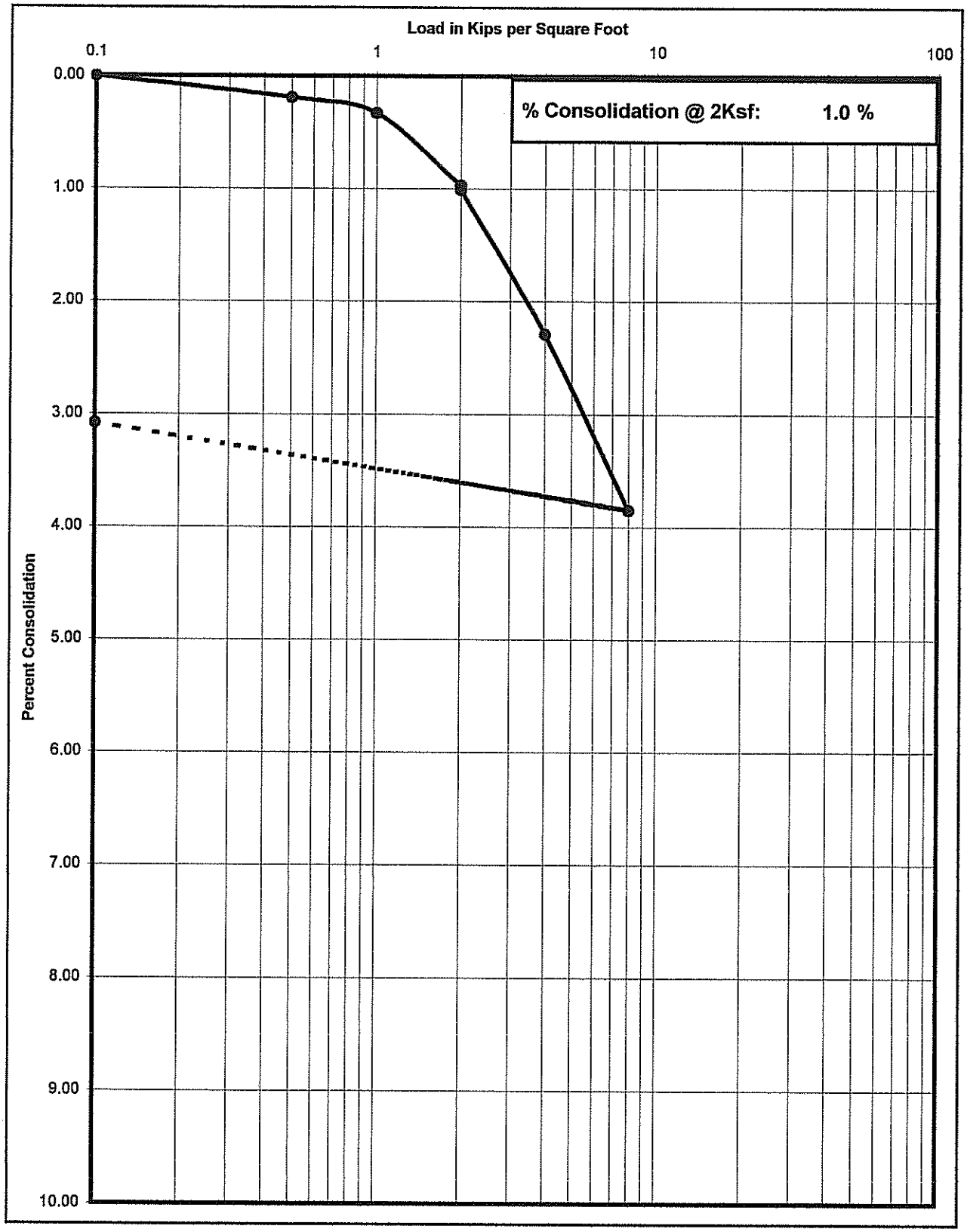
Project No	Boring No. & Depth	Date	Soil Classification
112-06041	B-7 @ 5'	7/6/06	(ML), Sandy Silt w/ Clay



Krazan Testing Laboratory

Consolidation Test

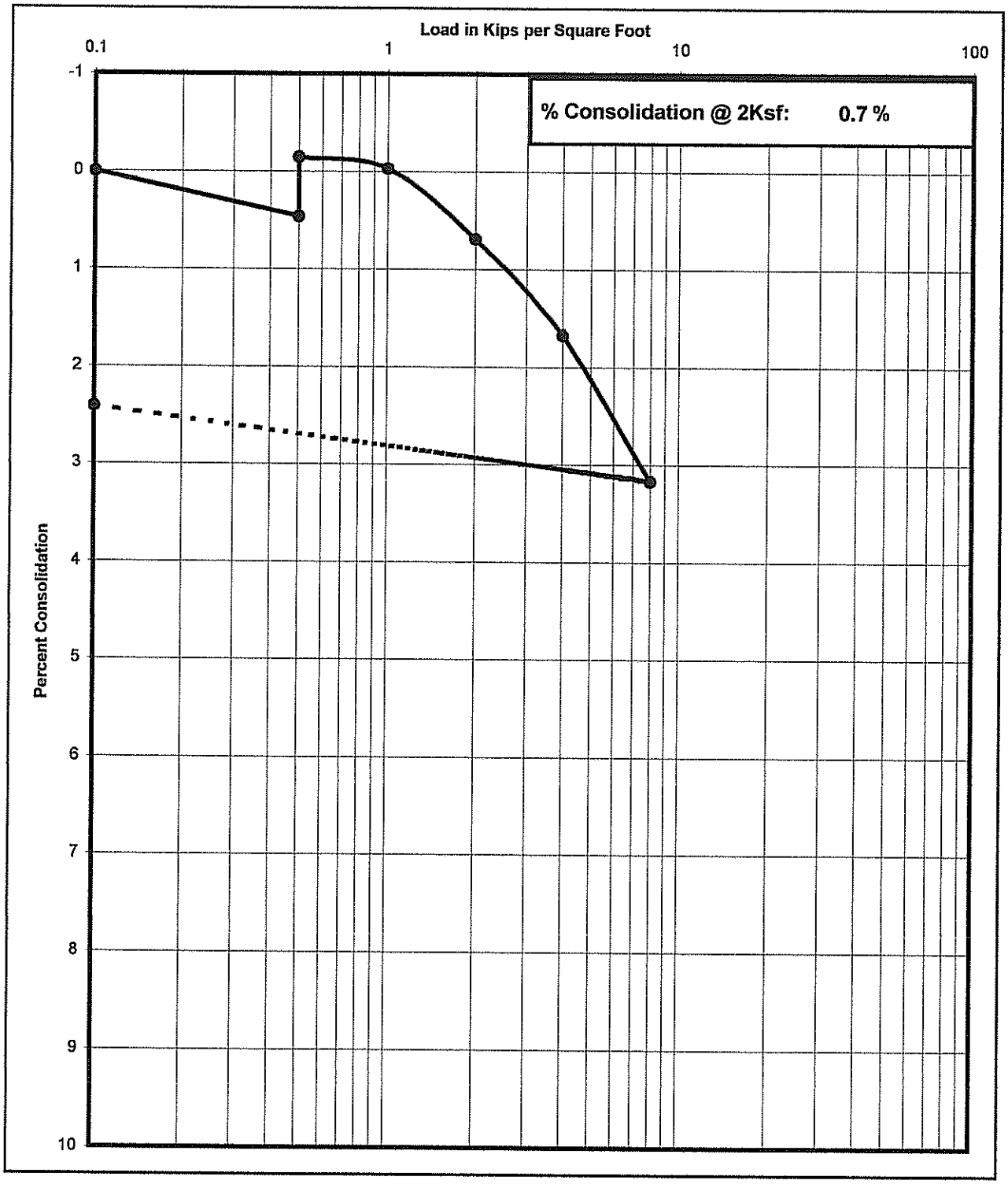
Project No	Boring No. & Depth	Date	Soil Classification
112-06041	B-10 @ 10' - 11'	8/21/06	(ML), Sandy Silt w/ Clay



Krazan Testing Laboratory

Consolidation Test

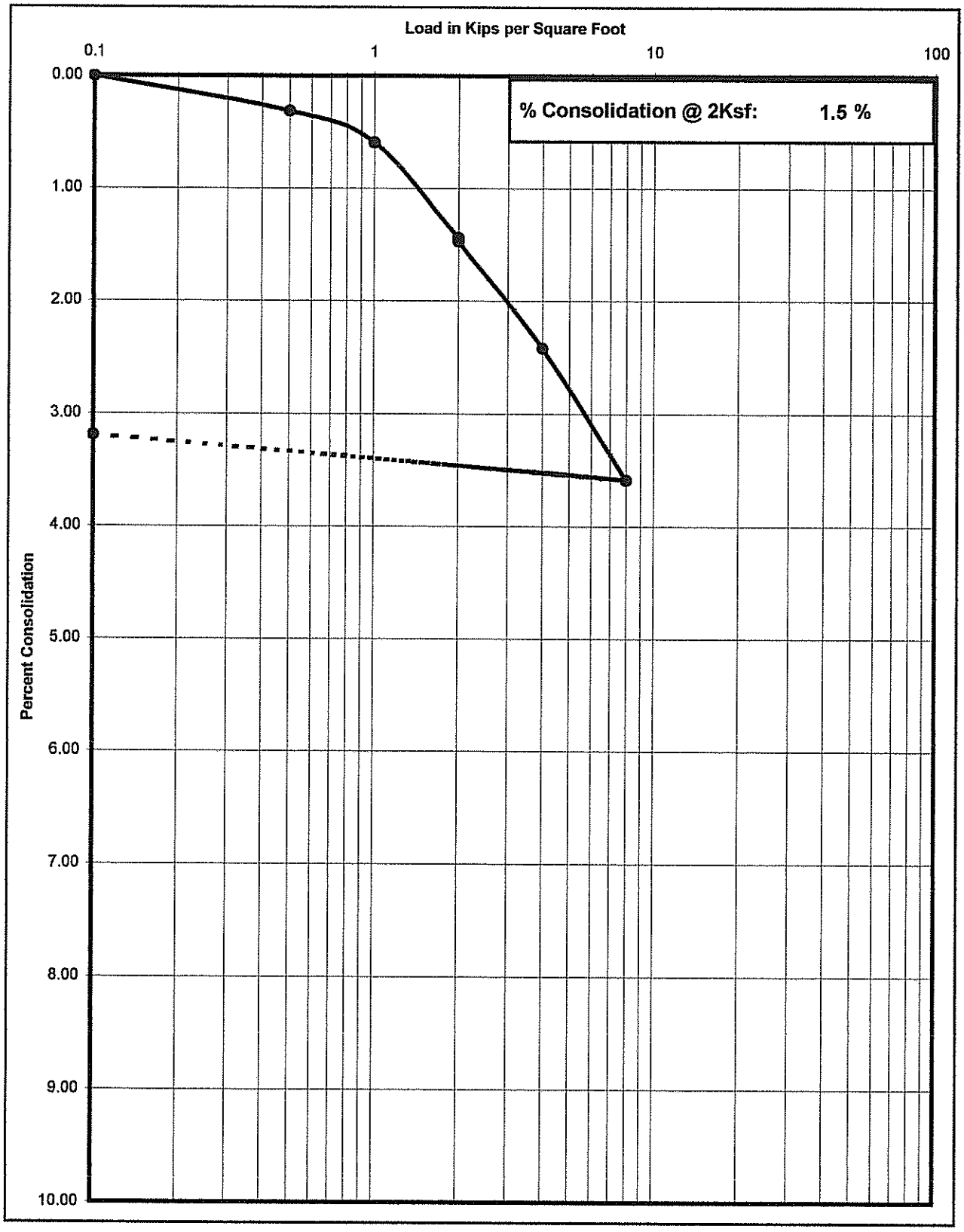
Project No	Boring No. & Depth	Date	Soil Classification
112-06041	B-10 @ 20' - 21'	8/21/06	(CL), Silty Clay



Krazan Testing Laboratory

Consolidation Test

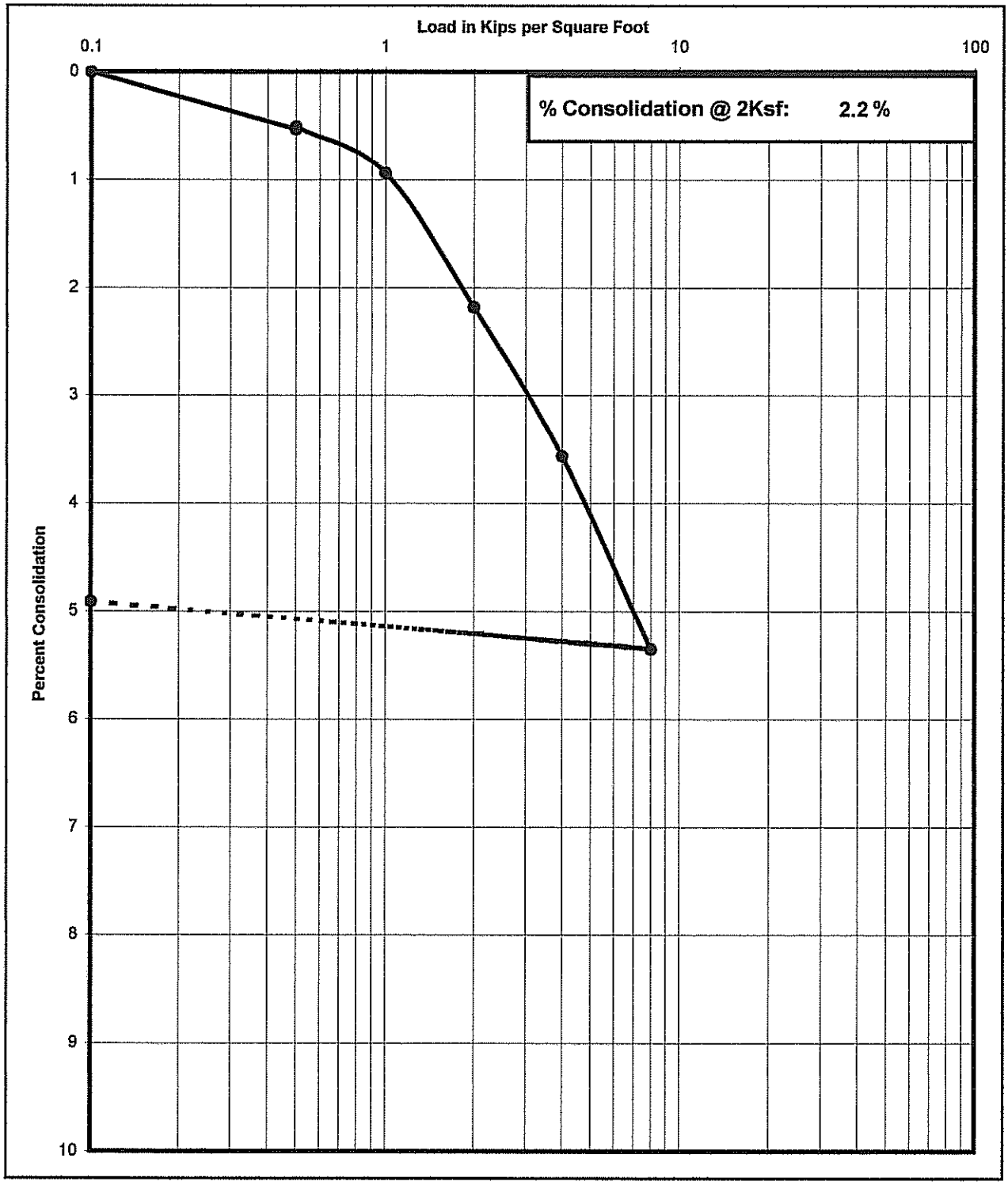
Project No	Boring No. & Depth	Date	Soil Classification
112-06041	B-10 @ 30' - 31'	8/21/06	(ML), Sandy Silt w/ Trace Clay



Krazan Testing Laboratory

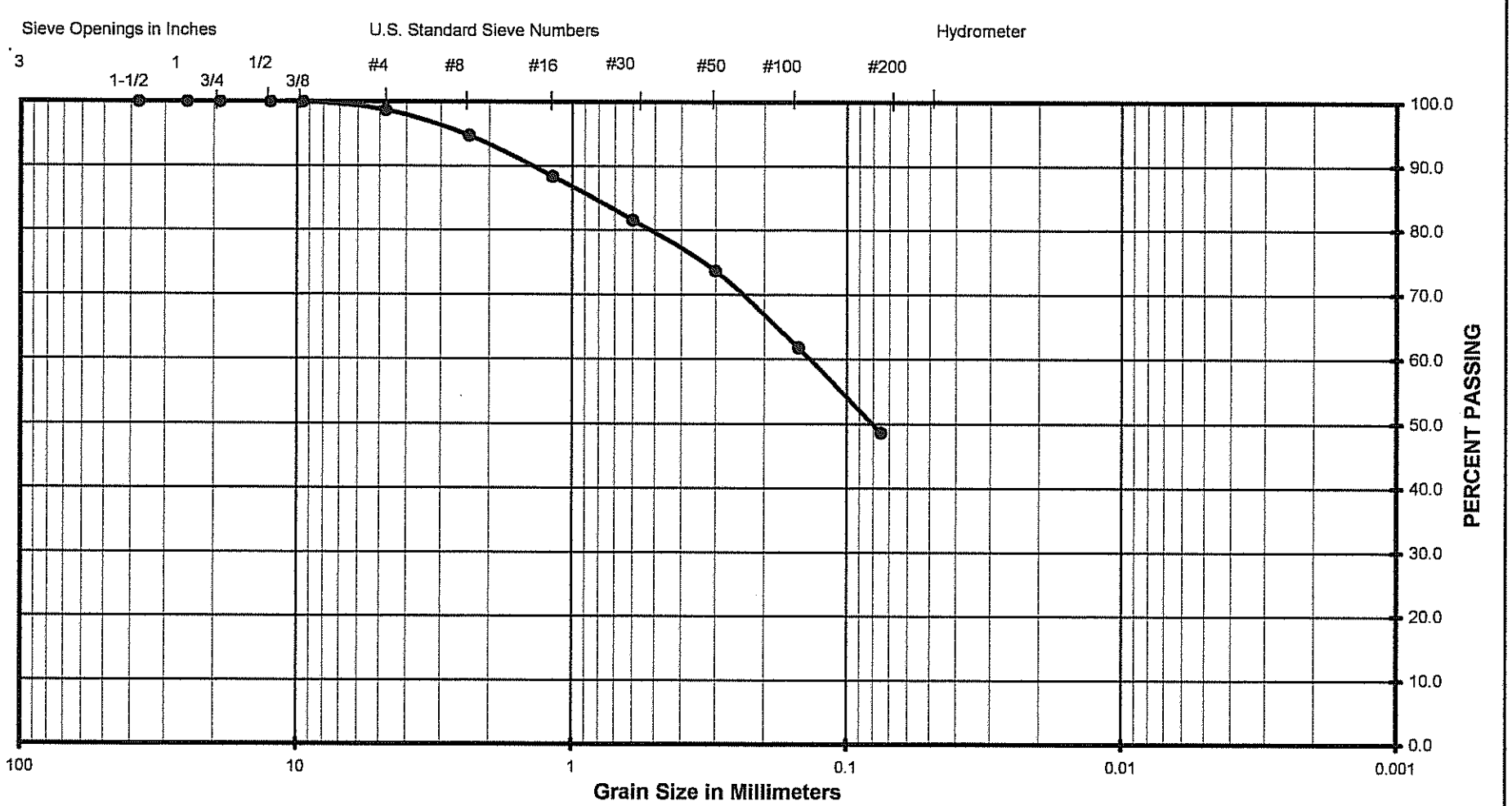
Consolidation Test

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



Krazan Testing Laboratory

Grain Size Analysis



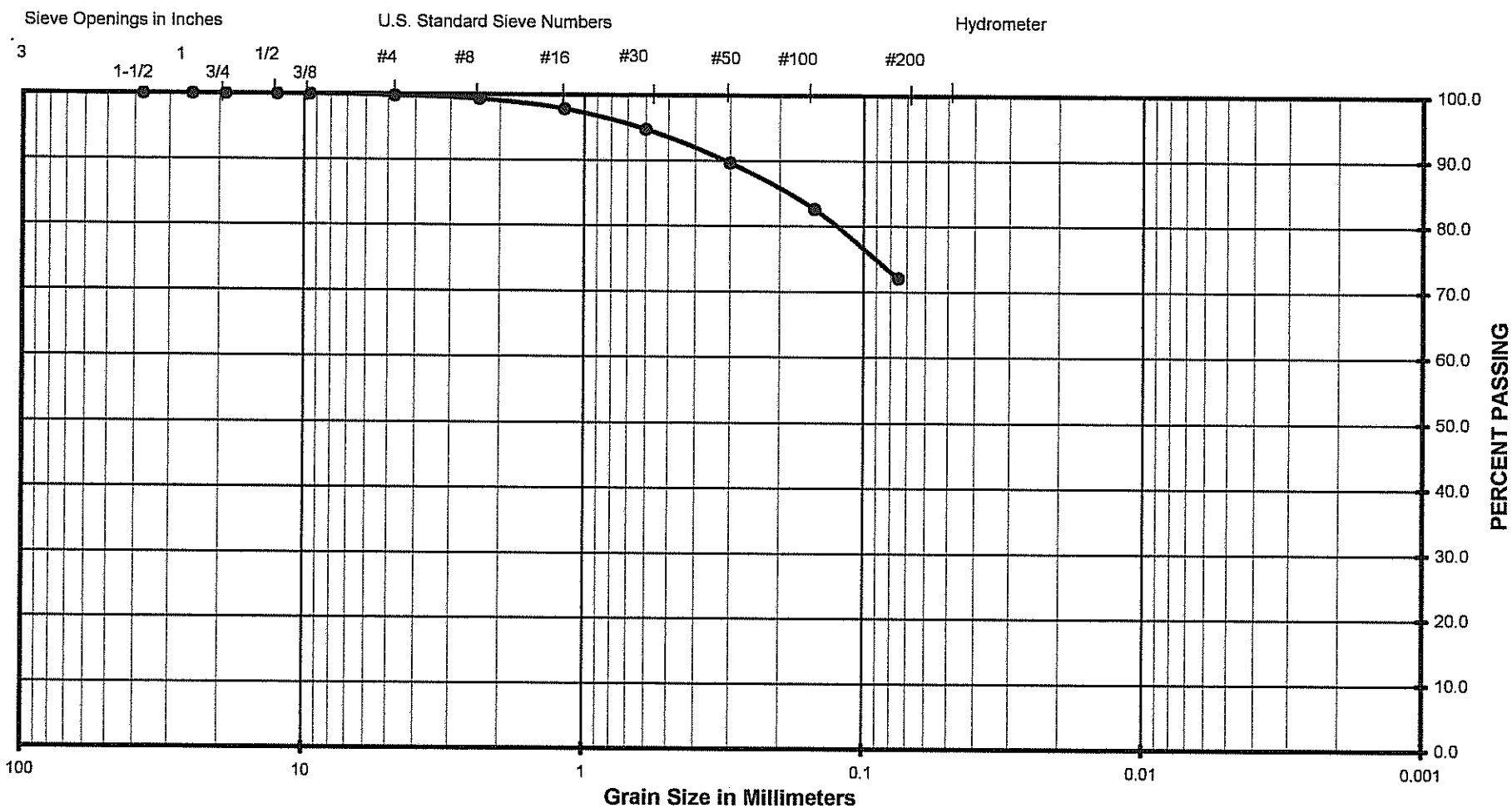
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

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

Krazan Testing Laboratory

Grain Size Analysis



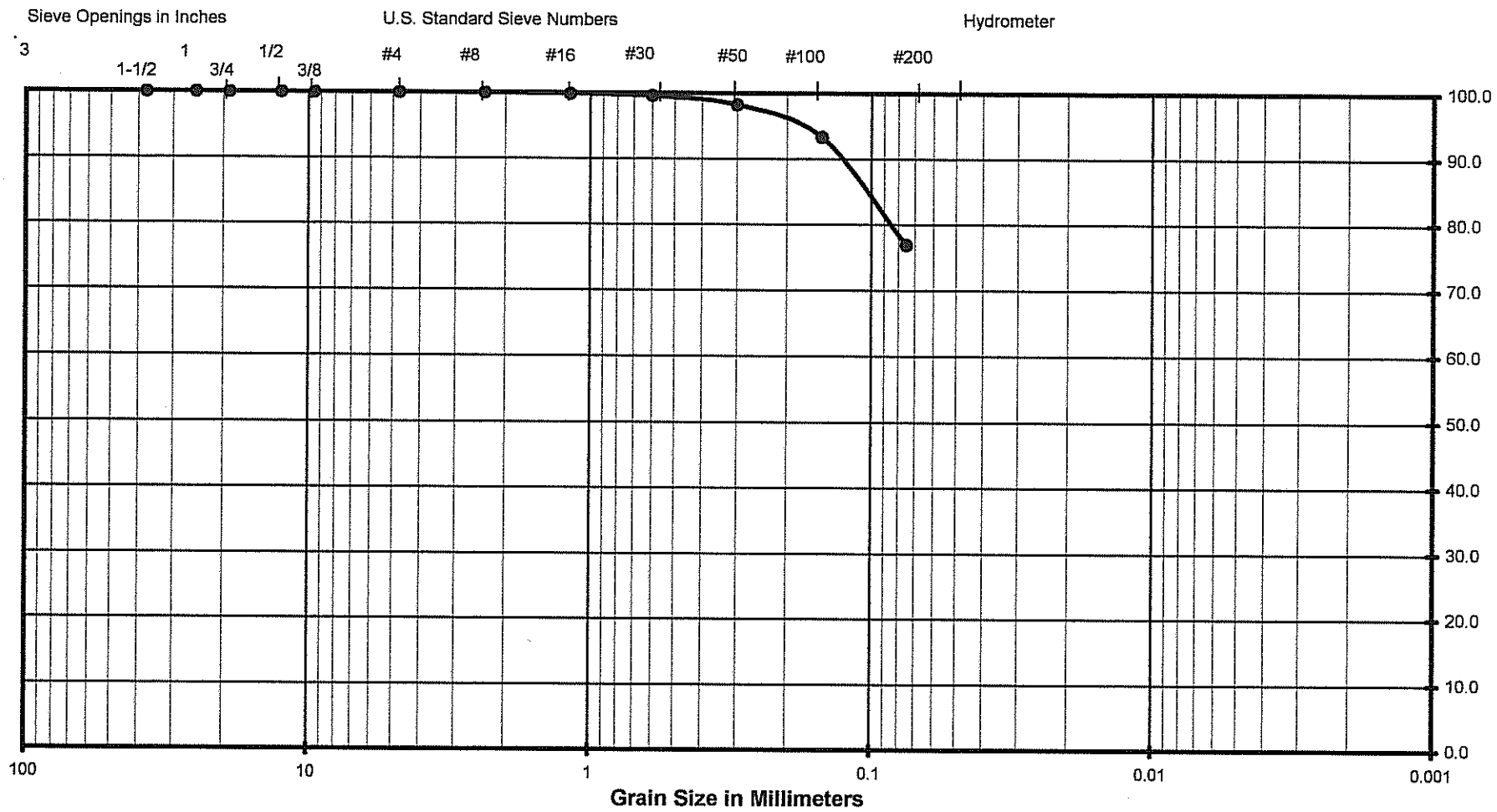
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

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

Krazan Testing Laboratory

Grain Size Analysis

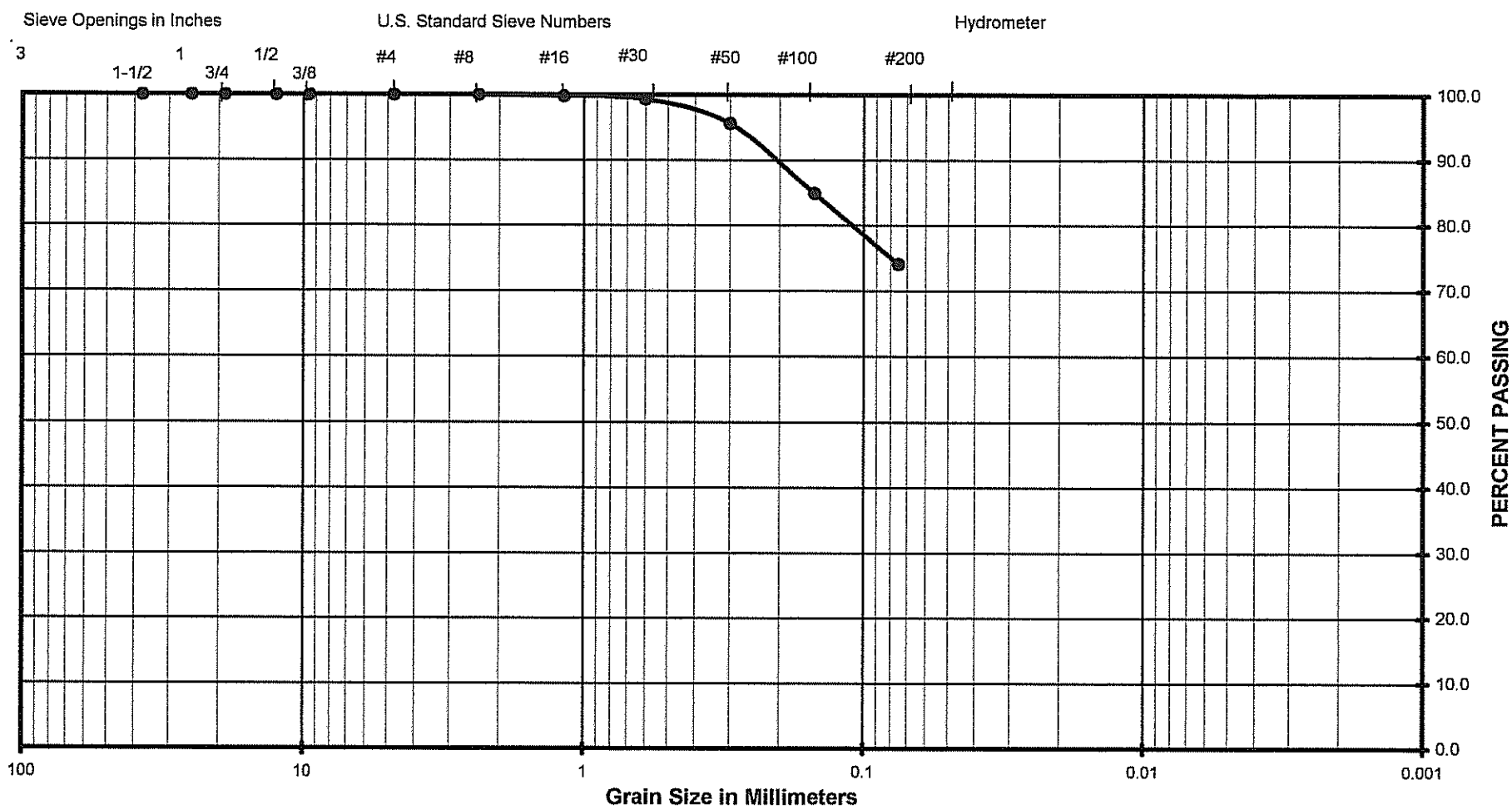


(Unified Soils Classification)

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

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Grain Size Analysis



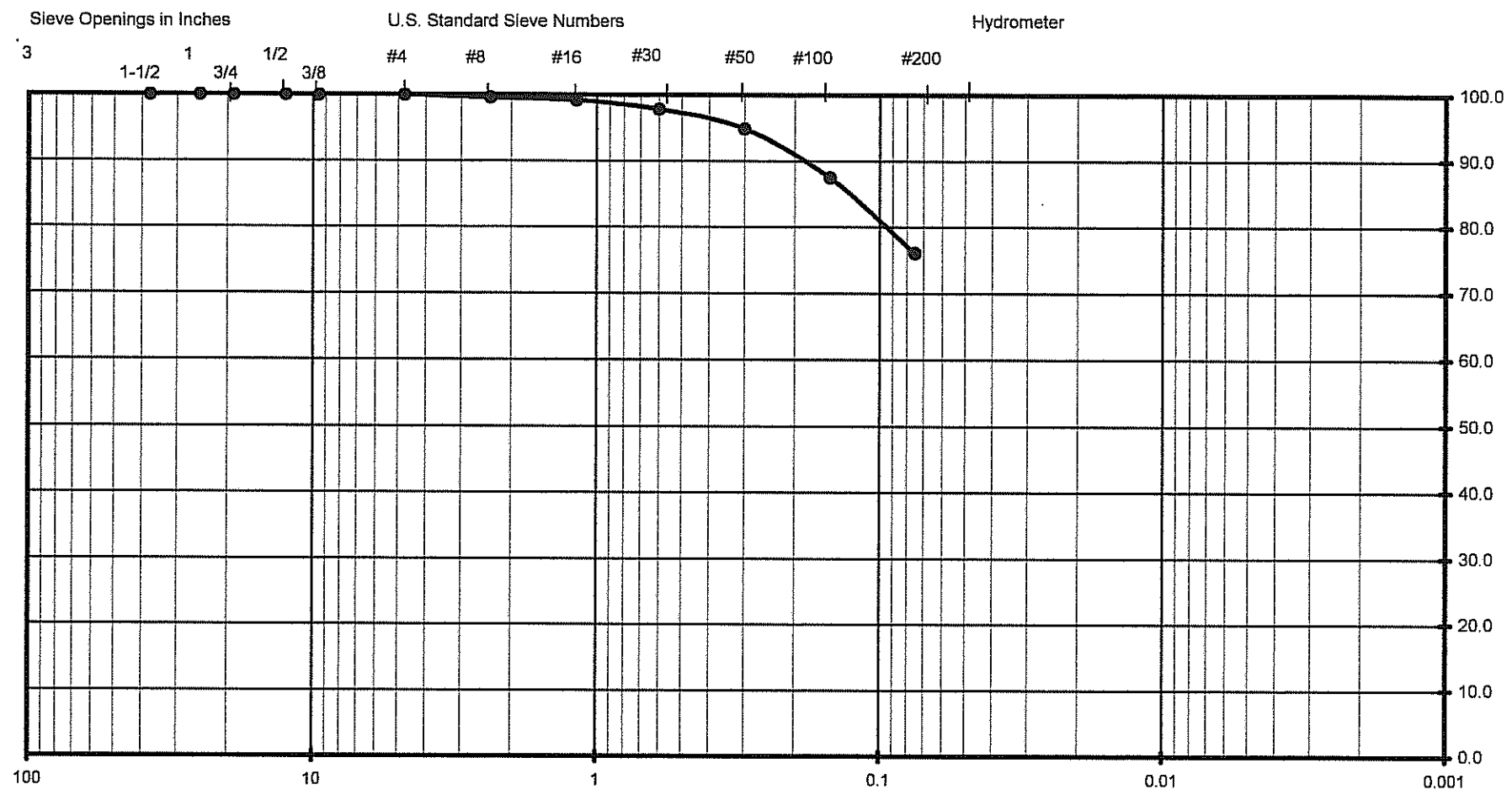
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

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

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Grain Size Analysis



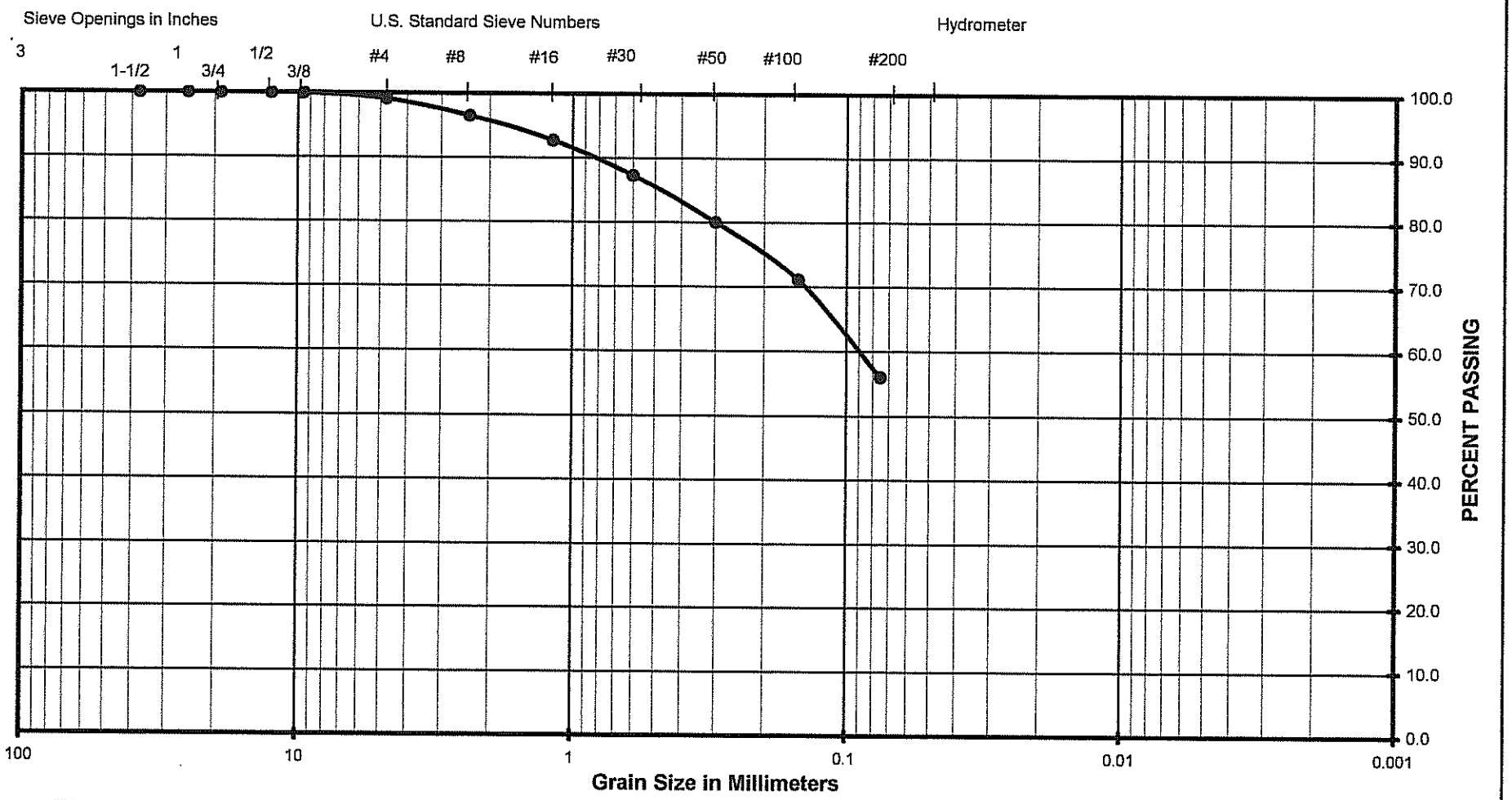
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

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

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Grain Size Analysis



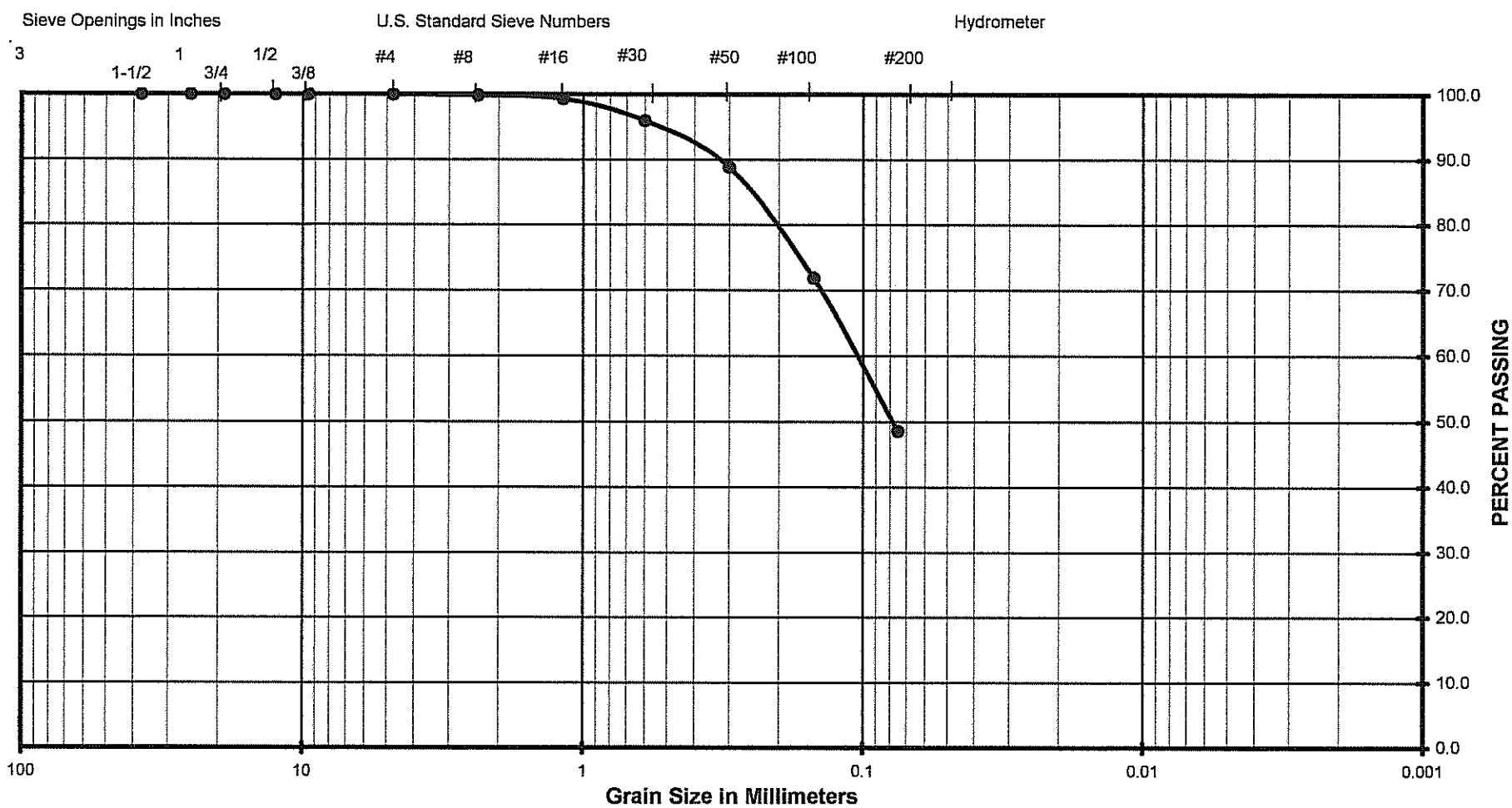
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

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

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Grain Size Analysis



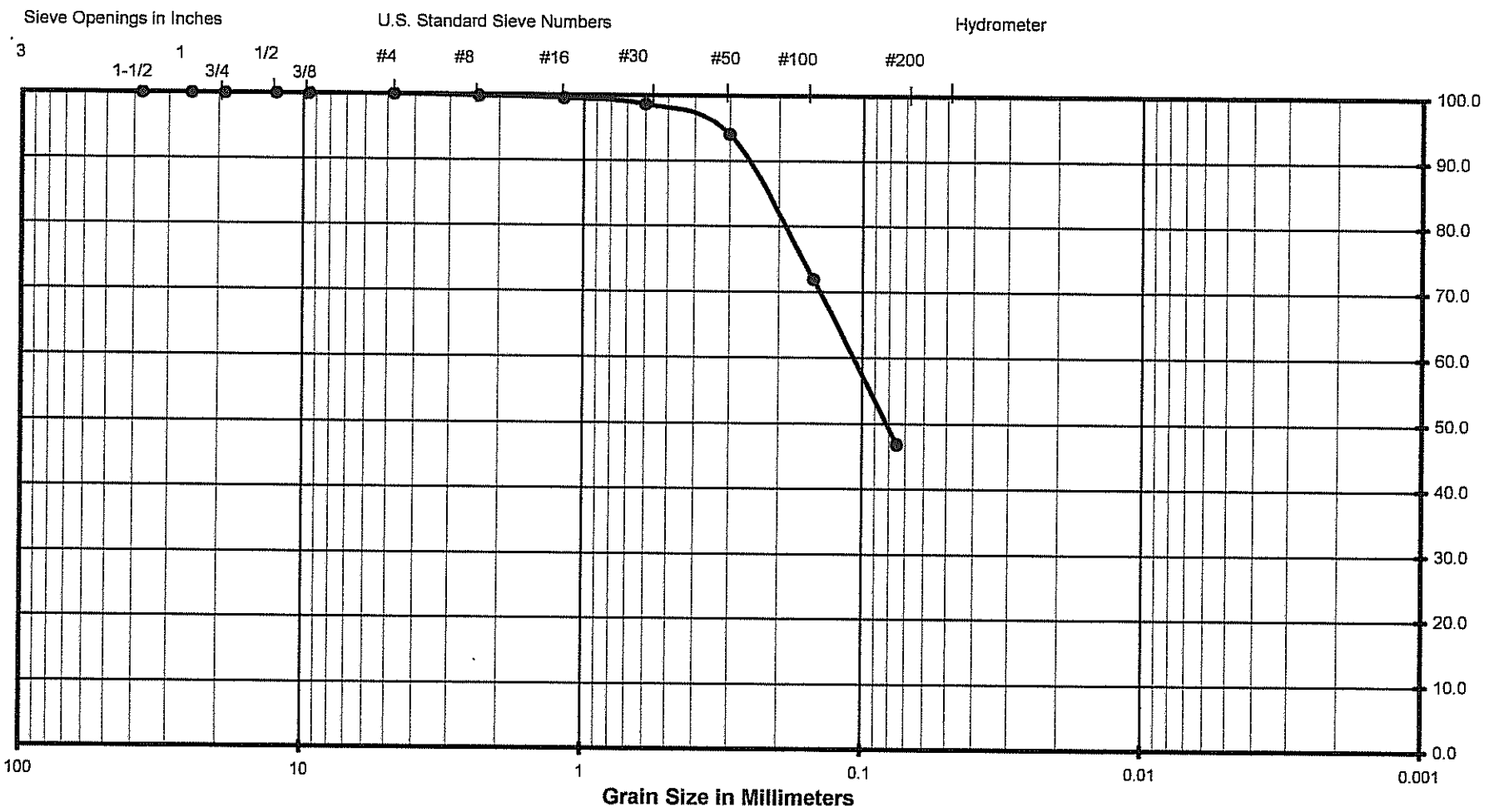
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

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

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Grain Size Analysis



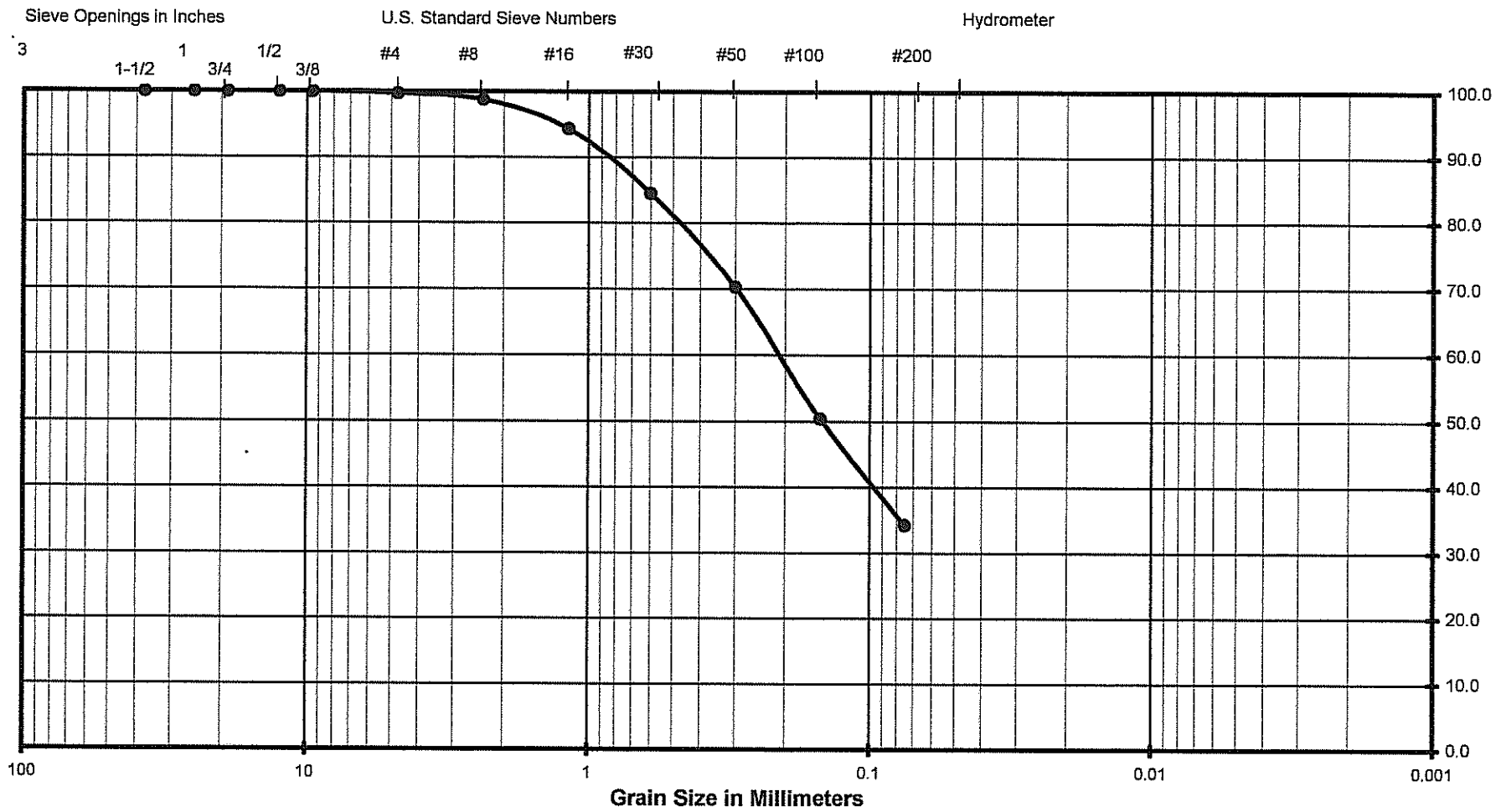
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

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

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Grain Size Analysis



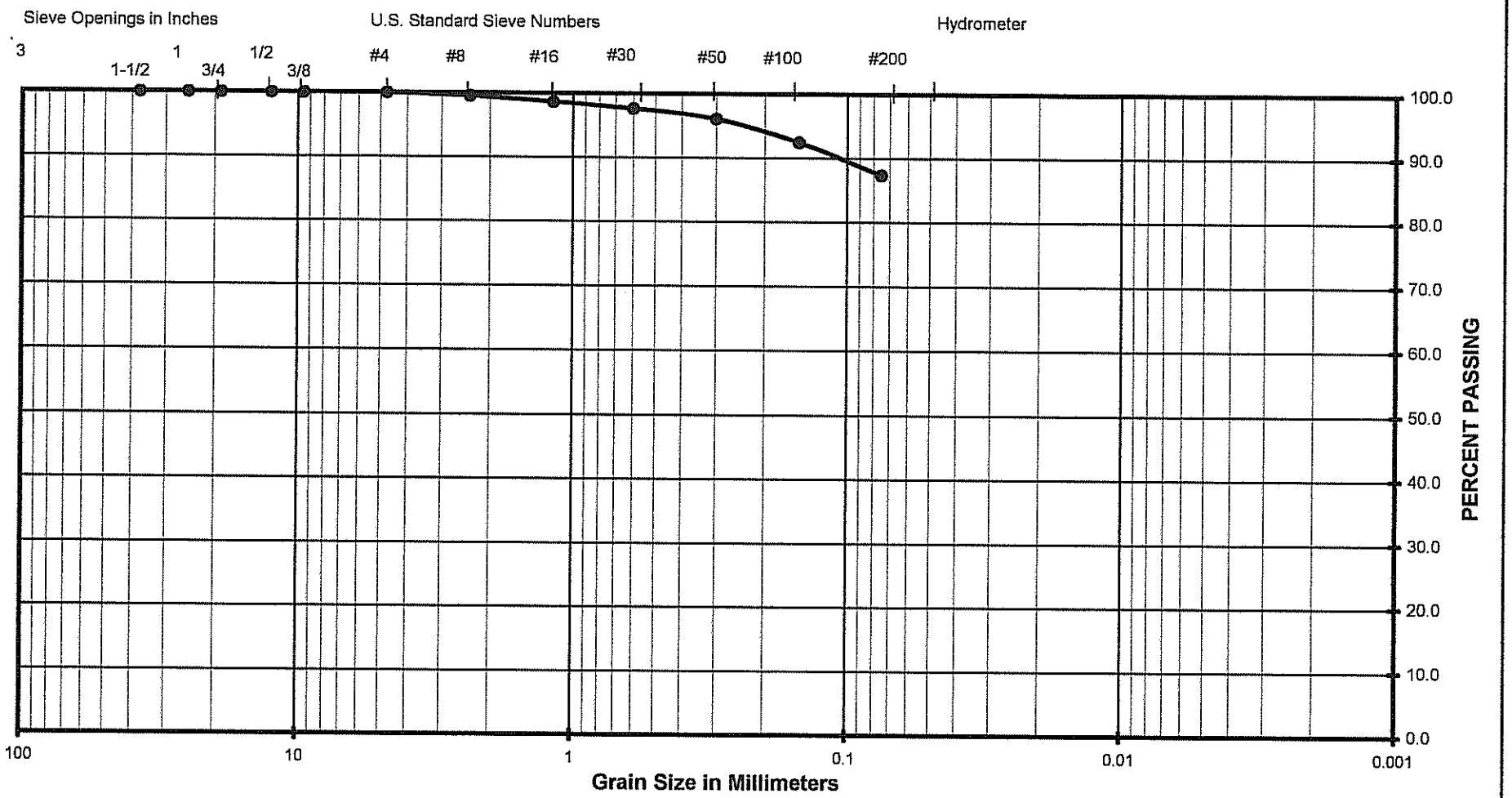
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

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

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Grain Size Analysis



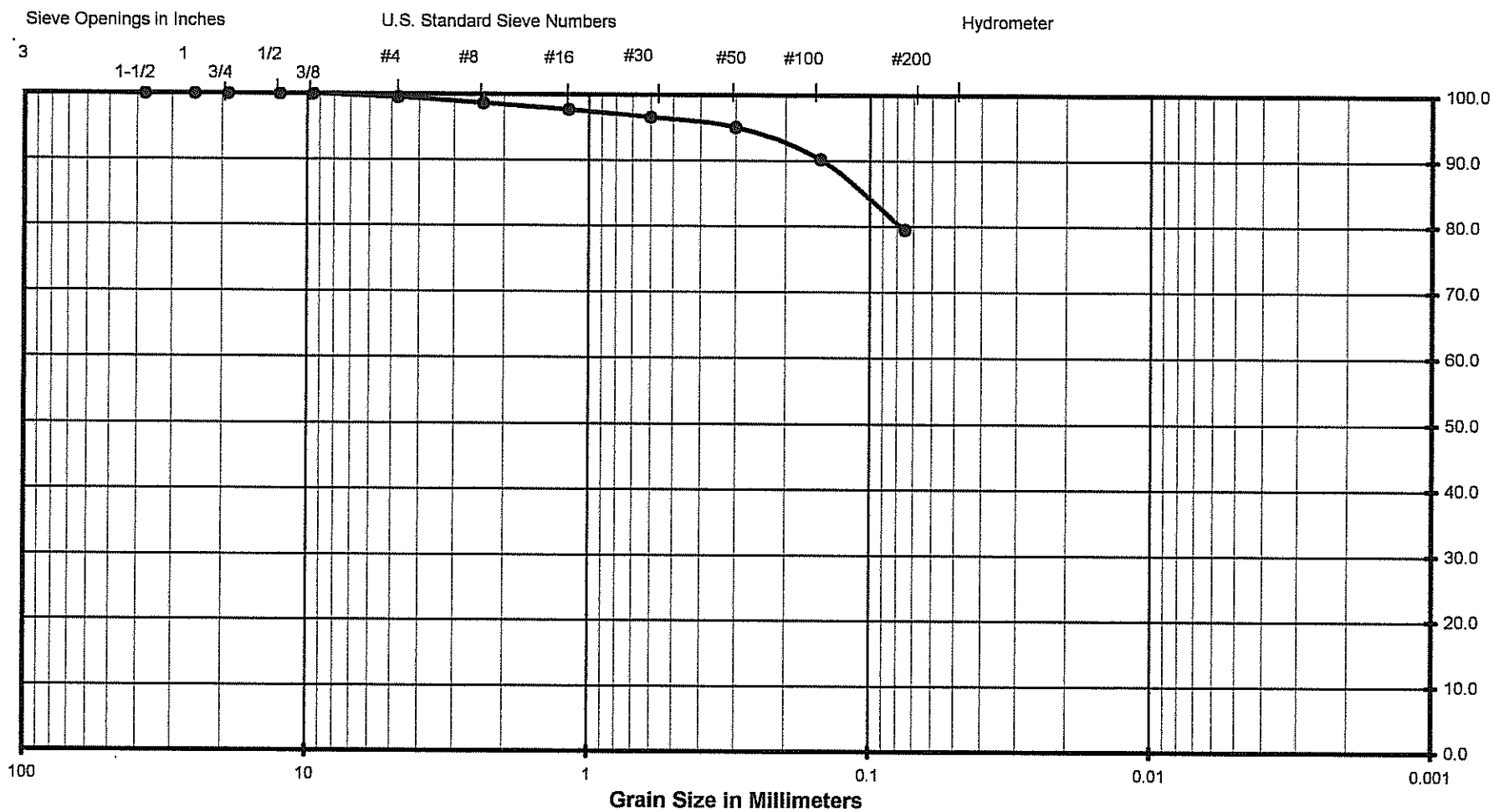
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

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

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Grain Size Analysis



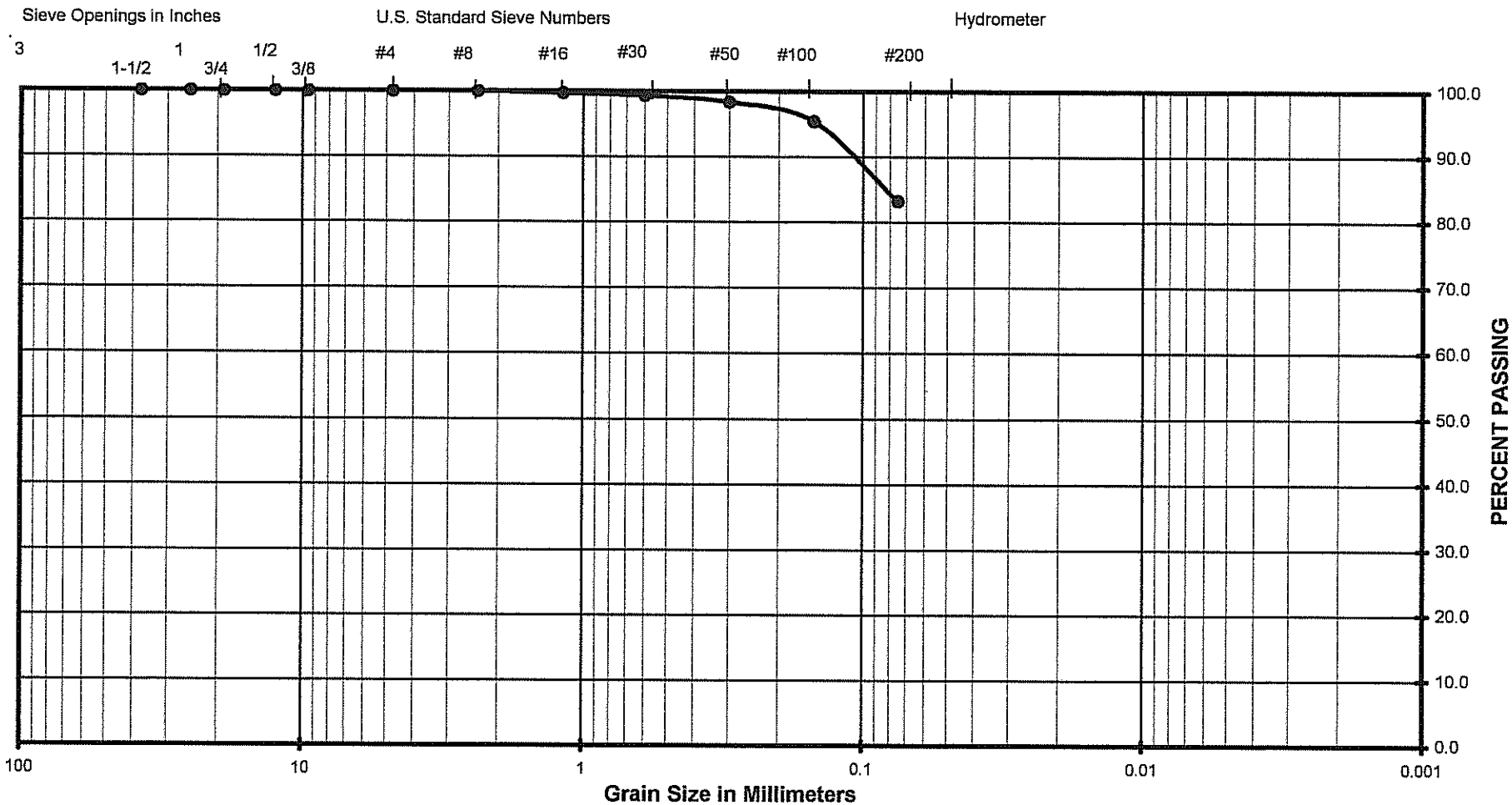
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

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

Krazan Testing Laboratory

Grain Size Analysis



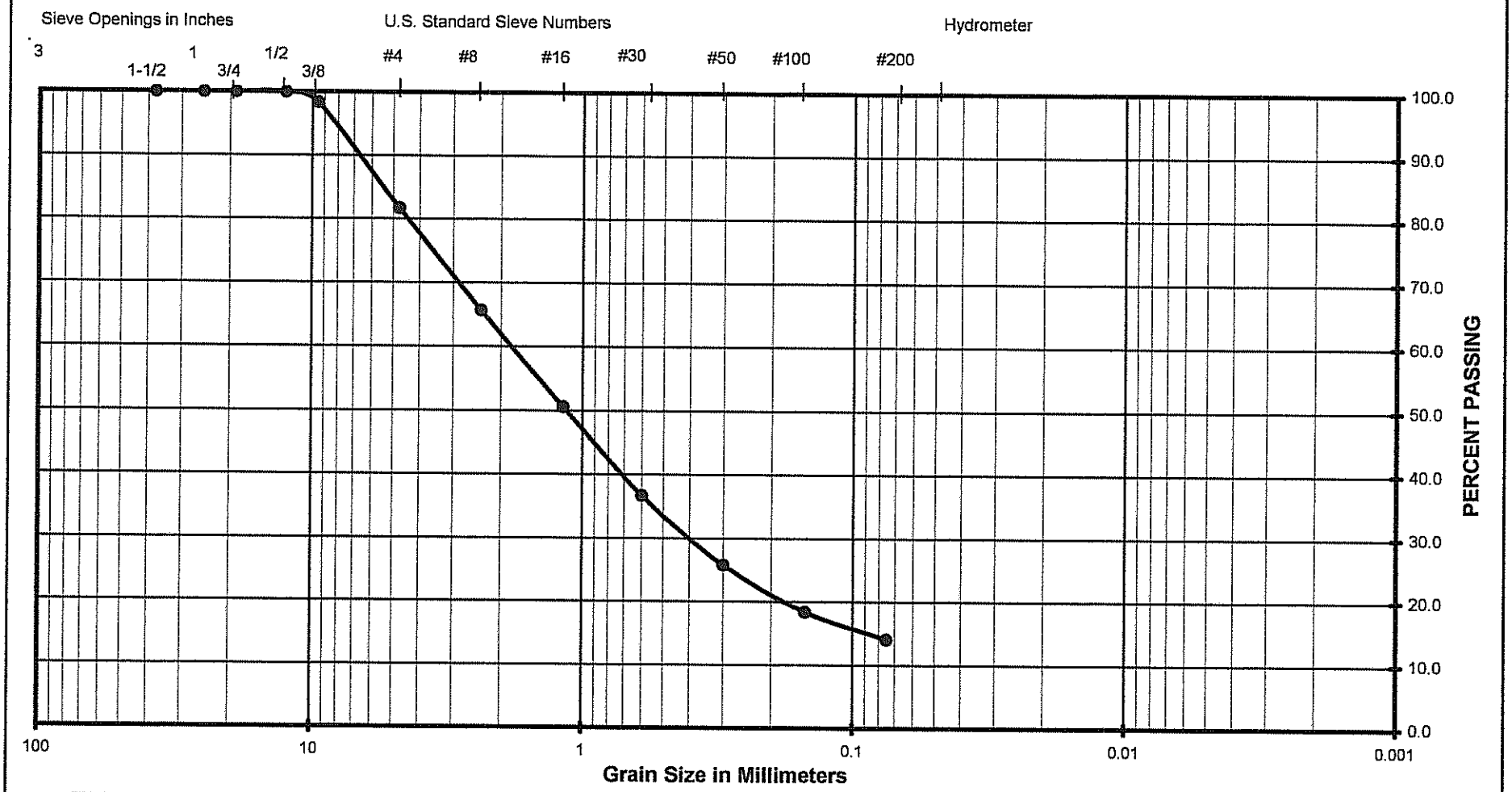
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

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

Krazan Testing Laboratory

Grain Size Analysis



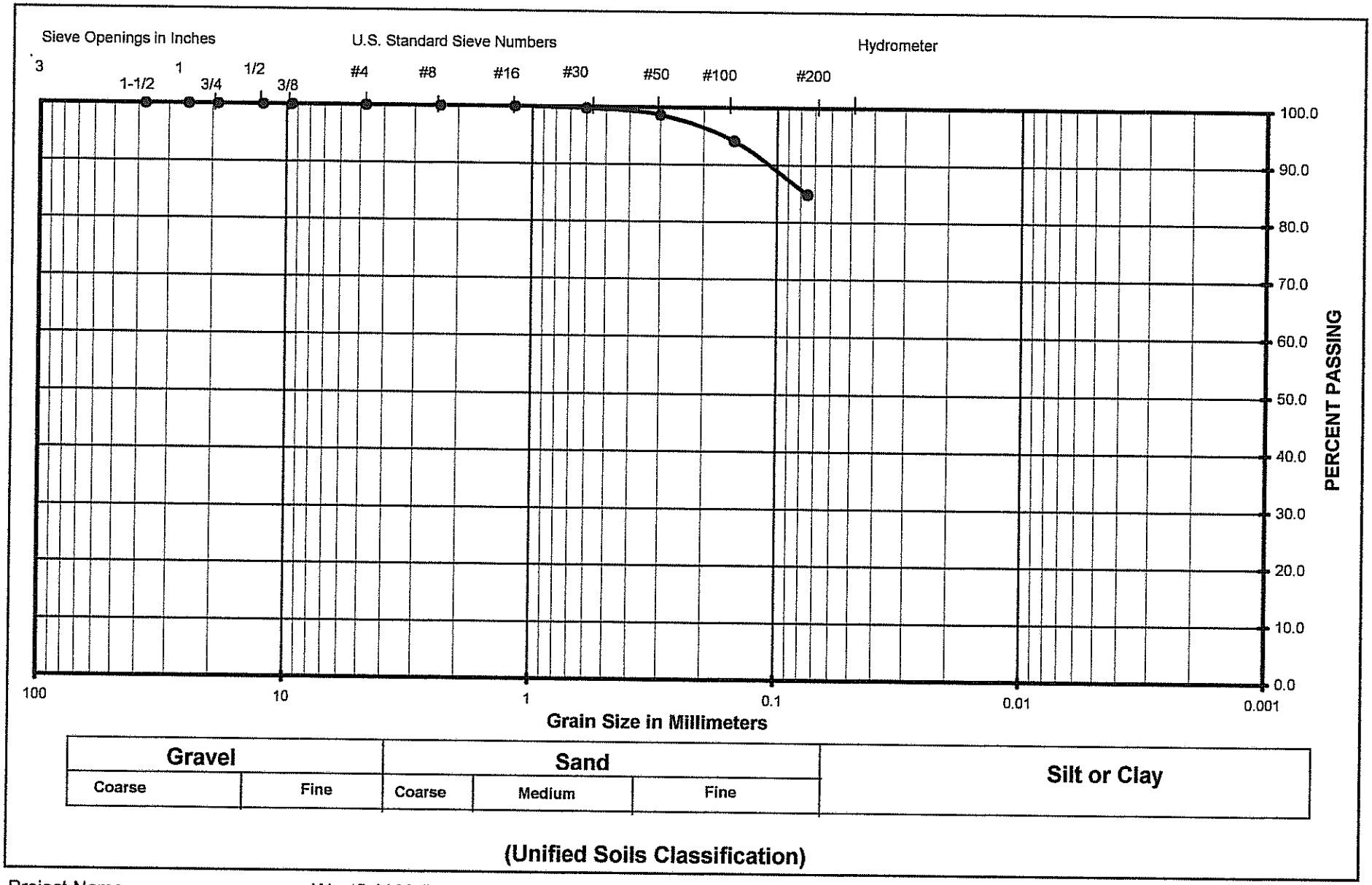
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

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

Krazan Testing Laboratory

Grain Size Analysis

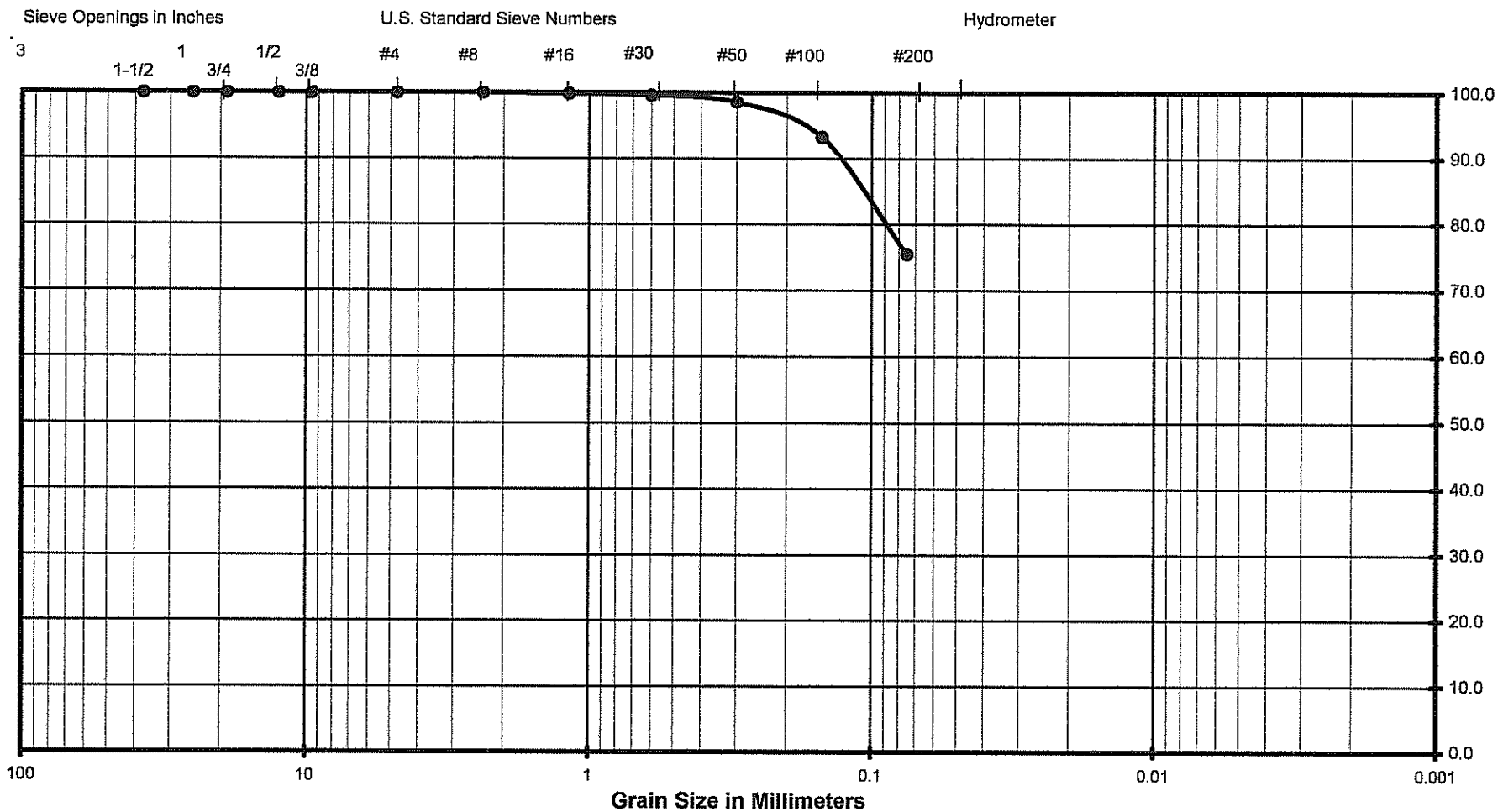


(Unified Soils Classification)

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

Krazan Testing Laboratory

Grain Size Analysis



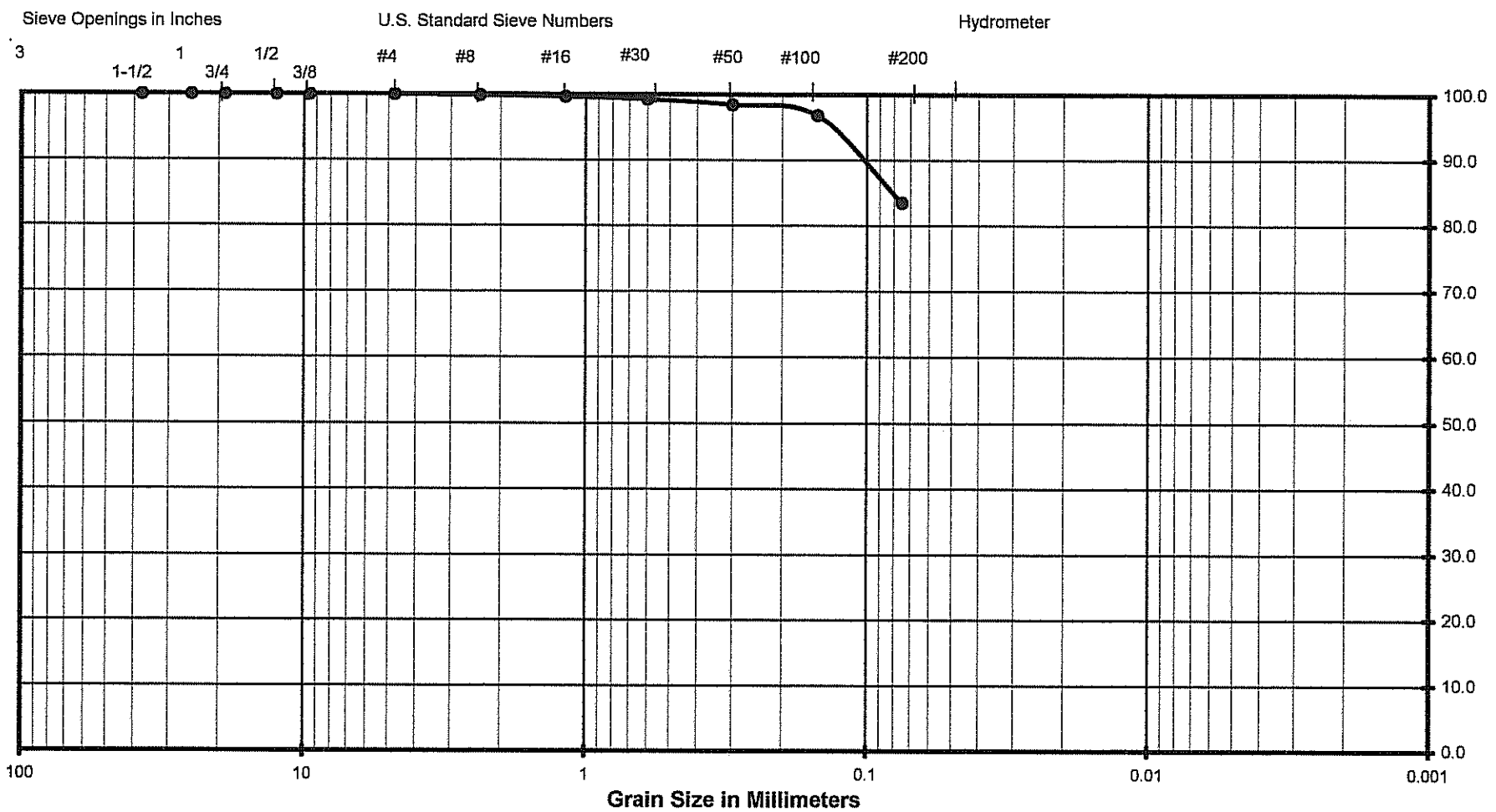
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

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

Krazan Testing Laboratory

Grain Size Analysis



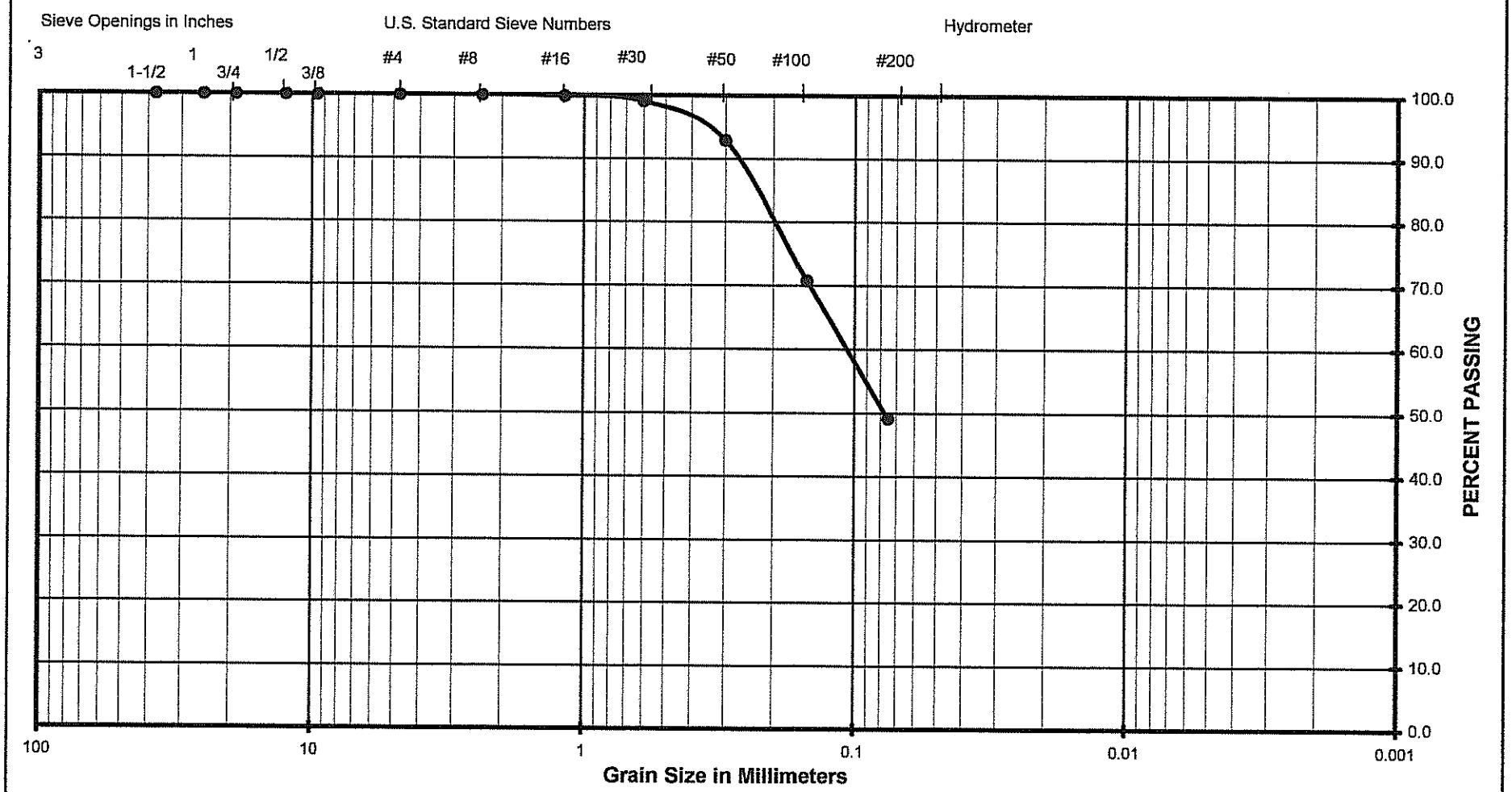
Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

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

Krazan Testing Laboratory

Grain Size Analysis



Gravel		Sand			Silt or Clay
Coarse	Fine	Coarse	Medium	Fine	

(Unified Soils Classification)

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

Krazan Testing Laboratory

Expansion Index Test

ASTM D - 4829/ UBC Std. 18-2

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

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

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

Expansion Index $_{measured}$ = 16

Expansion Index $_{50}$ = 16.9

Expansion Index = **17**

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

Krazan Testing Laboratory

Expansion Index Test

ASTM D - 4829/ UBC Std. 18-2

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

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

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

Expansion Index $_{measured}$ = 42

Expansion Index $_{50}$ = 45.5

Expansion Index = **46**

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

Krazan Testing Laboratory

Expansion Index Test

ASTM D - 4829/ UBC Std. 18-2

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

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

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

Expansion Index $_{measured}$ = 54

Expansion Index $_{50}$ = 56.2

Expansion Index = **56**

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

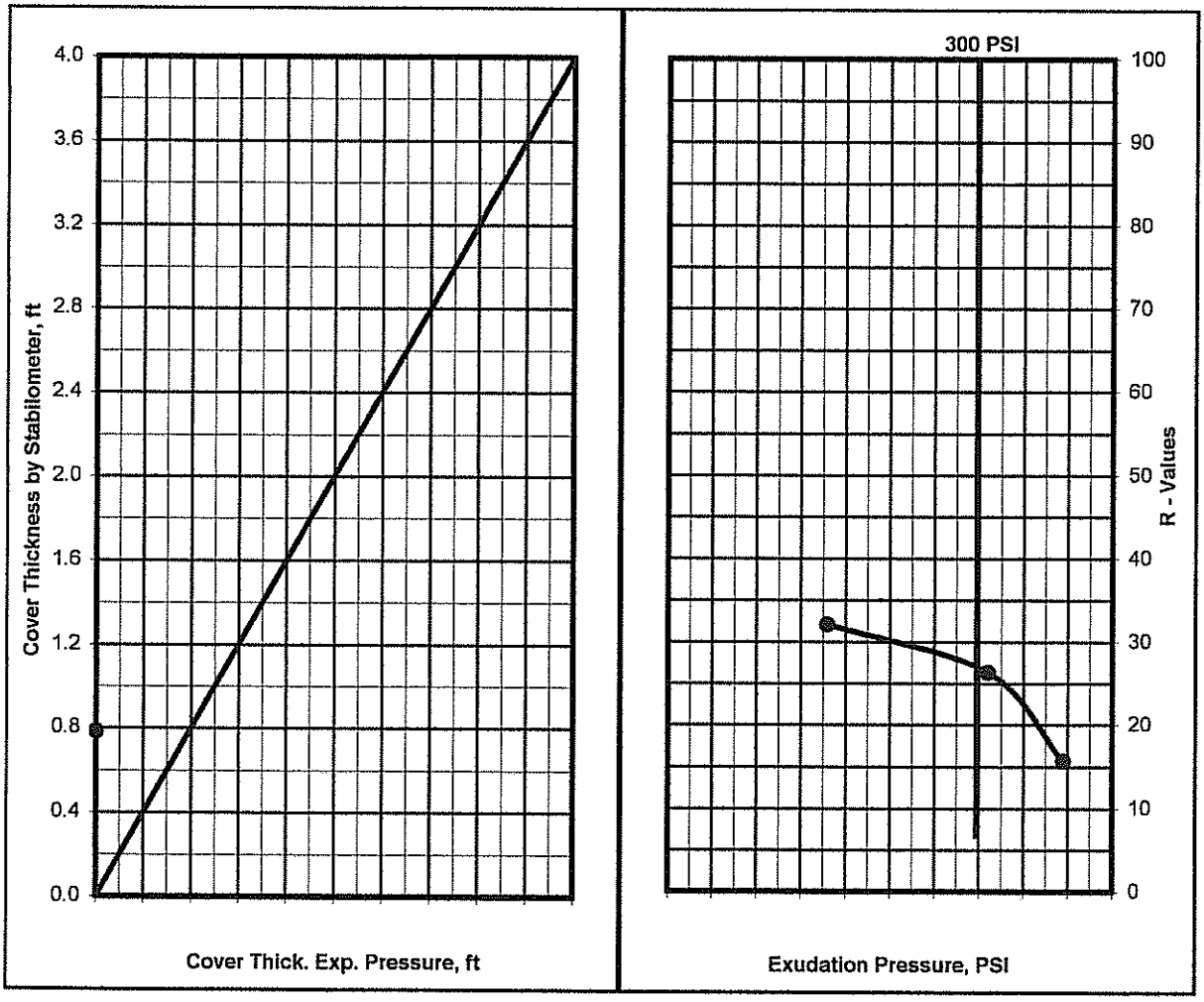
Krazan Testing Laboratory

R - VALUE TEST
ASTM D - 2844 / CAL 301

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

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

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



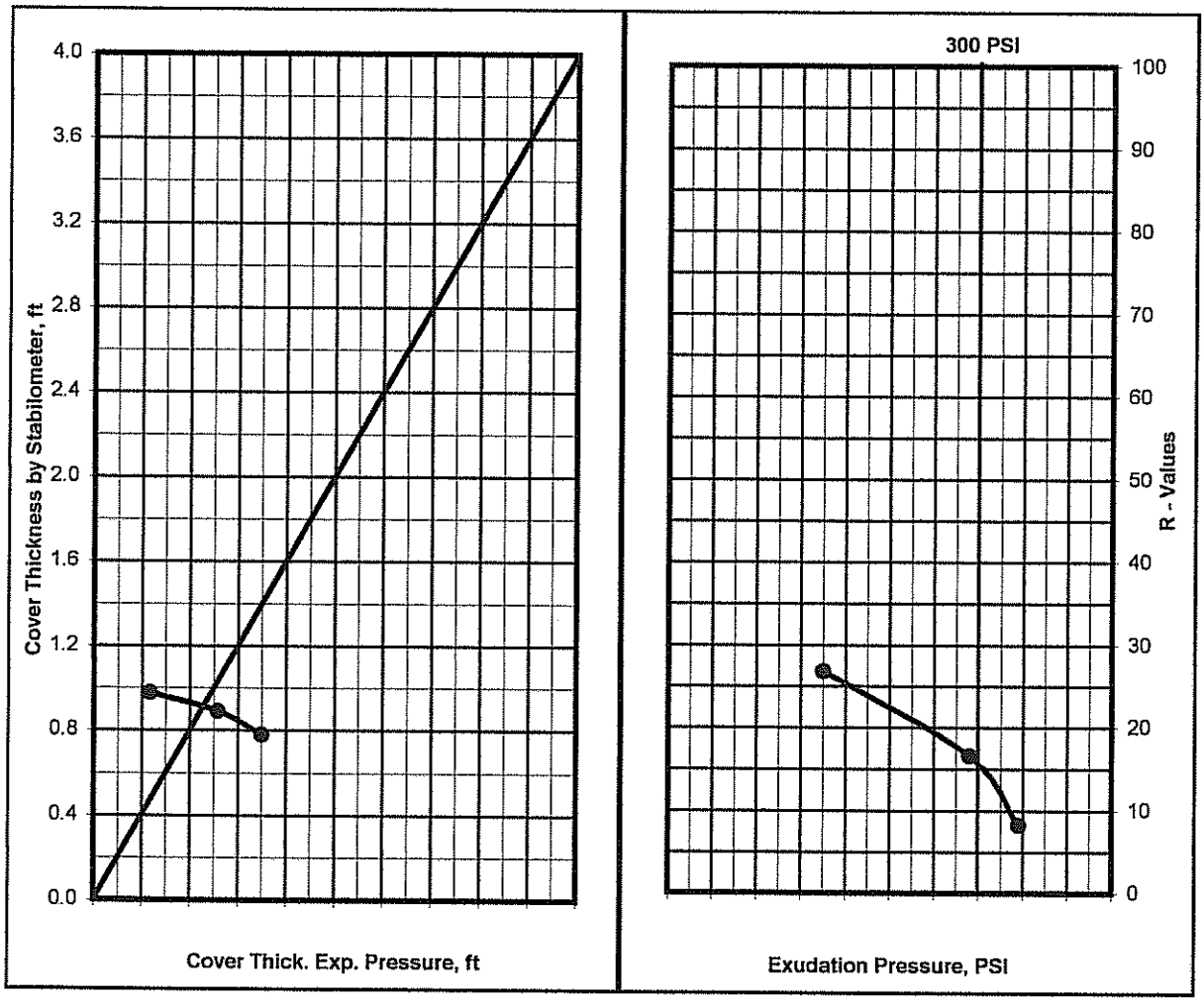
Krazan Testing Laboratory

R - VALUE TEST
ASTM D - 2844 / CAL 301

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

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

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

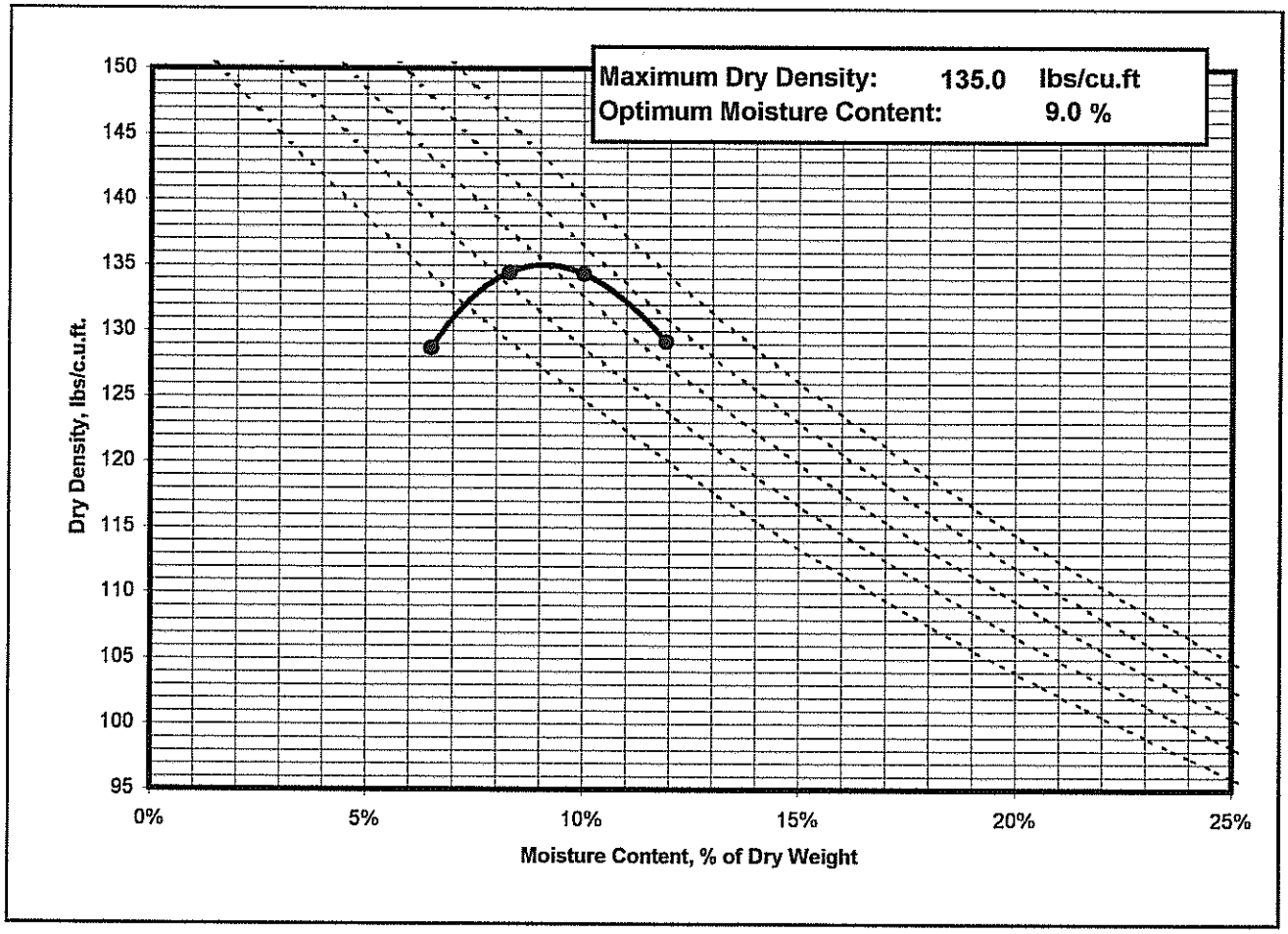


Krazan Testing Laboratory

Laboratory Compaction Curve
ASTM - D1557, D698

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

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



Krazan Testing Laboratory

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

LABORATORY REPORT

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

PROJECT: **Sherman Oaks**

MATRIX: SOIL
SAMPLING DATE: 06/29/06
REPORT TO: MR. CLARENCE JIANG
DATE RECEIVED: 07/11/06
DATE ANALYZED: 07/11-12/06
DATE REPORTED: 07/14/06

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

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

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

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

APPENDIX B

GENERAL EARTHWORK SPECIFICATIONS

GENERAL

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

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

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

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

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

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

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

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

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

SITE PREPARATION

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

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

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

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

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

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

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

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

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

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

APPENDIX C

GENERAL PAVEMENT SPECIFICATIONS

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

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

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

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

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

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

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

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

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