I. SUMMARY

In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15123, this Environmental Impact Report (EIR) contains a brief summary of the Proposed Project, the requested land use approvals and the anticipated environmental consequences of those actions. More detailed information regarding the Proposed Project and its potential environmental effects are provided in the following sections of this EIR.

A. SUMMARY OF PROPOSED ACTION

The Applicant seeks approval of to expand the existing Fashion Square shopping center. Implementation of the shopping center expansion requires various approvals, including but not limited to: a zone change to bring the entire site to (T)(Q)C2-1L; Conditional Use Permits to permit major development exceeding 100,000 square feet of non-residential use; to permit height, setback and operational modifications to commercial corner requirements; allow the sale/consumption of alcoholic beverages, shared parking approval; site plan review to approve the building design and access improvements as proposed; lot line adjustments; and other miscellaneous approvals and permits as necessary for construction and project operation. The specific requested entitlements and approvals are as follows:

- Zone Change from (Q)C2-1L, C2-1L, (T)(Q)PB-1L, (Q)PB-1L, and P-1L to (T)(Q)C2-1L.

- Site Plan Review for the modification of two existing parking structures, reconfiguration of site driveways and internal circulation, construction of 280,000 GLSF retail space within a new two-level structure with subterranean parking, and construction of two new parking structures, one six-level (one level at grade plus five levels above grade) and one four-level (one level at grade plus three levels above grade).

- Conditional Use Permit for construction of a "Major Development Project" (MDP) of approximately 280,000 square feet (GLSF) which exceeds the established threshold of 100,000 square feet for non-residential uses (MDP).

- Conditional Use Permit for Commercial Corner development and deviation from select development standard requirements including: (1) the 45-foot height limit to provide a building and parking structure with maximum height of 75 feet, which is no taller than the existing Macy's building, (2) allowable hours of operation (7:00 a.m. to 11:00 p.m.) to permit uses from 5:30 a.m. to 12 midnight, (3) a requirement to provide a five foot landscaped area immediately adjacent to all street frontages; (4) the requirement to provide a minimum of fifty percent coverage with transparent windows along the first floor retail, and instead provide no glass along the Riverside Drive frontage; and (5) the restriction on tandem parking by providing tandem parking spaces.

- Zone Variance request to deviate from the 45-foot height limit of the Commercial Corner regulations.

- Conditional Use Permit for the on-site sale and consumption of a full line of alcoholic beverages (CUB).

- Request for Shared Parking Review.

- Zone Variance to reduce on-site parking below code requirements during construction.

- Haul Route approval from the Building and Safety Commission for construction phase operations.

- Other approval or permits necessary for the project including, but not limited to, grading and building permits and other minor permits from the Departments of Building and Safety and Public Works, and other ancillary approvals or permits including, but not limited to, lot line adjustments, public works permits or variances, conditional use permits necessary to fully implement the Proposed Project.

I. SUMMARY

B. LOCATION AND BOUNDARIES

The project site is located within the existing Fashion Square shopping center located at 14006 Riverside Drive in the Sherman Oaks community of the City of Los Angeles. The project site, which is roughly rectangular in shape and totaling approximately 28.8 acres in size, is bordered by Riverside Drive to the north, Hazeltine Avenue to the west, the Ventura Freeway (US 101) to the south, and Woodman Avenue to the east. The project site lies within the Van Nuys-North Sherman Oaks Community Plan (Community Plan) area.

I. SUMMARY

C. PROJECT BACKGROUND

1. PREVIOUS APPROVALS AND DEVELOPMENT HISTORY

The 28.8-acre project site is currently developed with the existing Westfield Fashion Square shopping center, which is comprised of approximately 867,000 GLSF of retail shops and restaurants, and parking uses within multi-level parking structures and surface lots. The shopping center has been a vital commercial and retail portion of the Sherman Oaks community since its initial construction in the early 1960s.

The shopping center was originally constructed during the 1960s in a series of freestanding one-, two- and three-story stores. In 1987, under case CPC 86-743 ZC, the shopping center was approved for 855,000 gross leasable square feet (GLSF) of retail uses, of which only 826,000 GLSF was constructed in order to expand and enclose the previously built "outdoor" mall. In 1995 under case ZA-95-0899-CUZ, the shopping center was approved for an additional 120,000 GLSF of development, for a total entitlement of 975,000 GLSF across the entire project site. In 1996, under the 1995 entitlement, Bloomingdale's department store built approximately 41,000 square feet of new gross leasable area, leaving a current remaining unbuilt entitlement of approximately 108,000 GLSF for the shopping center. To date, a total of approximately 867,000 GLSF has been constructed at the shopping center.

2. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Areas of known controversy, including issues raised by some members of the community, include: neighborhood intrusion, traffic trip generation, traffic circulation, noise, parking supply, climate change, urban decay, construction-related impacts, effect on property values, and on-site alcohol consumption. Concern over property values, in the absence of a tangible physical environmental impact, are not issues required to be addressed under CEQA, and therefore are not directly evaluated in this EIR. The remaining areas of known controversy noted above are analyzed, either as direct or indirect (secondary) effects, in Section IV: Environmental Impact Analysis of this DEIR.

I. SUMMARY

D. ENVIRONMENTAL IMPACT REPORT PROCESS HISTORY

1. OVERVIEW OF THE CEQA PROCESS

The California Environmental Quality Act (CEQA) (Public Resources Code, Sections 21000-21177) requires that all public agencies within the State of California, having land use approval over project activities that have the potential to affect the quality of the environment, shall regulate such activities so that impacts to the environment can be prevented to the extent feasible. When it is determined through preliminary review that a project may likely have one or more significant effects upon the environment, then an EIR must be prepared.

The EIR should disclose all known potentially significant impacts; identify feasible means to minimize or mitigate those effects; and consider a number of feasible alternatives to the project that might further reduce significant impacts while still attaining the project objectives. Pursuant to CEQA Guidelines Section 15121, the EIR is primarily an informational document intended to inform the public agency decision-makers and the general public of the potentially significant effects of a proposed project.

2. PROPOSED PROJECT EIR PROCESS

This EIR has been prepared at the direction and under the supervision of the Los Angeles Department of City Planning, as the Lead Agency, in accordance with CEQA and the Los Angeles CEQA Thresholds Guide (2006).

An Environmental Assessment Form (EAF) and Initial Study were prepared. The Proposed Project application and an Initial Study were reviewed by the Los Angeles Department of City Planning initially determined that the Proposed Project warranted a Mitigated Negative Declaration (MND). However, comments requesting the preparation of an EIR were received during the public review period for the MND. Consequently, the City and the Applicant agreed that an EIR would be prepared.

Subsequently, a Notice of Preparation (NOP) was issued for the Proposed Project on July 19, 2007 to solicit comments on the proposed scope of the EIR. The NOP was circulated for a 30-day period. Written comments were received on the NOP and have been reviewed and incorporated into this EIR to the extent feasible. In addition, a Public Scoping Meeting was held on August 6, 2007, at the Marvin Braude Constituent Service Center in Van Nuys, California. At this scoping meeting public testimony was taken on the potential environmental impacts of the proposed Project. A copy of the NOP and all written comments received relating to the NOP are attached as Appendix A: Notice of Preparation (NOP), Written Comment Letters and Scoping Meeting Comments.

I. SUMMARY

E. PROJECT DESCRIPTION

1. OVERVIEW OF PROJECT OBJECTIVES

The intent of the Proposed Project is to revitalize the economic viability and function of the shopping center as a commercial center within the community, to improve access and circulation both on-site and within the immediate surrounding area, and to enhance the aesthetic and pedestrian orientation of the shopping center. The objectives of the Proposed Project are stated as follows:

- To establish and enhance the long-term sustainability of the shopping center through a higher utilization of the commercial center site and modernization of facilities.
- To improve site access and circulation through an updated site circulation plan that reflects modern development practices.
- To enhance on-site pedestrian safety through improved internal vehicle circulation configuration.
- To develop a project consistent with the City' Urban Form Guidelines with special emphasis on creating and encouraging a greater pedestrian environment, especially along Riverside Drive and Hazeltine Avenue.
- To enhance traffic flow and safety concerns along adjacent roadways through improved site access.
- To incorporate a community-friendly design that integrates visually with adjacent uses yet simultaneously affords appropriate neighborhood protection from traffic activity.
- To provide a greater range of stores to enhance the neighborhood shopping opportunities for the Sherman Oaks area.
- To provide greater variety and improved quality of restaurants in the shopping center.
- To conform to the goals, objectives and policies of the Van Nuys-North Sherman Oaks Community Plan.
- To develop a commercial project that is able to be LEED certifiable and enhance sustainability.

2. OVERVIEW OF PROPOSED DEVELOPMENT

The Fashion Square Expansion Project (Proposed Project) is proposed by the Applicant, Sherman Oaks Fashion Associates (an affiliated company of Westfield), in their application dated July 2007.

The Applicant requests approval to construct 280,000 gross leasable square feet (GLSF) of new retail/restaurant commercial space and additional structured parking, resulting in a cumulative total buildout on the 28.8-acre project site of 1,147,000 GLSF of commercial space and a total of 5,148 parking spaces (combined surface and structured parking). Total new uses are anticipated to include 240,000 GLSF (i.e., 355,227 gross SF) of new "in-line" retail space and 40,000 GLSF (i.e., 71,329 gross SF) of new restaurant space, in addition to approximately 1,235 new parking spaces.

The Proposed Project would entail the construction of approximately 108,000 GLSF of available unbuilt entitled uses (per a previous approval in 1995) and the development of an additional 172,000 GLSF (new entitlement under the current request), to account for the proposed total of approximately 280,000 GLSF of retail and restaurant uses under the Proposed Project. The actual building area proposed will be larger than the total gross leasable area. Accounting for mechanical/electrical equipment rooms, emergency access, tenant storage space, corridors, and other City requirements, 280,000 GLSF is equivalent to approximately 426,556 net square feet or approximately 482,740 gross square feet.

The proposed retail expansion building and "main" six-level parking structure will be constructed primarily on the southerly portion of the project site in the underdeveloped area between the existing shopping center (located immediately adjacent to the Riverside Drive frontage) and the Ventura (US 101) Freeway at the south. This area is currently occupied by a portion of the Bloomingdale's parking structure and surface parking. A second four-level "east" parking structure will be constructed on the eastern portion of the project site (adjacent to Woodman Avenue) on an area currently developed with surface parking. The Proposed Project design would extend the parking structure to the south. Figures showing the proposed site plan are provided in Section II: Project Description of the DEIR. In summary, the Proposed Project consists of the following elements:

- Demolition of the three-level parking structure southerly of the mid-section of the existing mall;
- Modification of the existing Hazeltine Avenue (Bloomingdale's) parking structure in the southwest quadrant of the project site to facilitate internal access;
- Re-opening and re-activation of vehicular driveway and tunnel easterly of Bloomingdale's department store leading from Riverside Drive to rear parking structures;
- Demolition of paved surface parking area in the southern and eastern portions of the project site;

- Closure of two existing driveways along Riverside Drive and creation of two new driveways, including a new consolidated driveway directly across from Matilija Avenue and re-activation of an old driveway just east of Bloomingdale's department store;

- Reconfiguration of one of two existing driveways along Hazeltine Avenue;

- Construction of a new dedicated internal access road between the reconfigured Hazeltine driveway (Bloomingdale's end) and the new Riverside driveway (Macy's end);

- Reconfiguration of existing Woodman Avenue driveway to permit ingress (right-turn only) access only;

- Construction of a traffic control median (i.e. "pork chop") at Matilija Avenue and Riverside Drive to permit right-turn only ingress/egress access to Matilija Avenue;

- Construct a new 280,000 GLSF two-level retail building, above one level of subterranean parking, expansion to the southern edge of the existing shopping center structure between Bloomingdale's and Macy's, and including one level of roof-top parking;

- Construction of a new six-level (one level at grade plus five levels above grade) parking structure south of the existing Macy's building and its related parking structure. This six-level main parking structure will be set back behind the existing Macy's parking structure and approximately 300 feet offset from the frontage of Riverside Drive. The top of the structure would be and maximum height of 75 feet and would extend no higher than the top of the existing Macy's building;

- Construction of a new four-level (one level at grade plus three levels above grade) parking structure at the eastern portion of the project site currently covered with surface parking, adjacent to Woodman Avenue and southerly of the adjacent not-a-part parcel.

- Reconfiguration and restriping of remaining parking areas to facilitate efficient access/circulation and maximize available parking space;

- Implementation of new landscaping along Riverside Drive and Hazeltine Avenue frontages, along Woodman Avenue street frontage, internal to the project site within the parking areas and along driveways, and integrated into the design of new architecturally enhanced building facades;

- Installation of four bus shelter units at existing route stops located at Riverside Drive/Hazeltine Avenue and Riverside Drive/Ranchito Avenue; and

- Installation of new directional and tenant signage, and new security, ambient and accent lighting.

I. SUMMARY

F. ENVIRONMENTAL SETTING

1. GEOGRAPHIC SETTING AND ACCESS

The project site is located within the Sherman Oaks community within the City of Los Angeles, approximately 13 miles northwest of downtown Los Angeles. Regional access to the Fashion Square shopping center is provided by US 101 (Ventura) Freeway. Local access is provided via Hazeltine Avenue, Riverside Drive, and Woodman Avenue.

The Los Angeles River is on the south side of the Ventura (US 101) Freeway, but crosses to the north side of the freeway just west of Hazeltine Avenue. The River is a concrete channelized structure in this area. The project site is located on a relatively flat parcel that slopes (downgrade) gently from the northeast to the southwest, with an overall elevation relief of 22 feet differential from the east/west elevation.

The shopping center has historically maintained a contractual arrangement with several area schools to provide for overflow parking of school events. Currently, during schools days (7 a.m. to 4 p.m.), Fashion Square makes available 100 parking spaces in the east surface parking lot for Buckley High School and 60 parking spaces for Notre Dame High School at the same location. These parking spaces are on a month-to-month agreement and are not made available to students on the weekends or during the highest peak holiday periods.

2. EXISTING DEVELOPMENT AND SURROUNDING LAND USES

The project site is located within an established urban setting that includes a mix of retail, office and low to medium density residential uses. The project site is currently developed with the existing shopping center consisting of retail shops, restaurants and parking uses contained within three multi-level parking structures, surface parking lots, a two-story mall and two three-story anchor stores.

The project site is surrounded by developed properties on all sides. Land uses immediately to the north, across Riverside Drive, include multi- and single-family residential properties. To the west, land uses include an office building west of Hazeltine Avenue, and retail, office, and City of Los Angeles Department of Water and Power uses at the north side of the intersection of Riverside Drive and Hazeltine Avenue. To the south, the site is bordered by the Ventura (US 101) Freeway. To the east, land uses include commercial along Woodman Avenue, south of Riverside Drive as well as the Notre Dame High School on the northeast corner of the intersection of Riverside Drive and Woodman Avenue.

3. OVERVIEW OF PLANNING CONTEXT

The Van Nuys-North Sherman Oaks Community Plan (Community Plan) is the guiding community plan for the project site and surrounding area. According to the Community Plan, the project site is currently designated as Community Commercial. The Community

Commercial designation is within Height District 1L, which permits structures up to six stories in height. Surrounding properties are designated a mix of commercial, residential and public facility land uses through the Community Plan.

The project site is currently zoned (Q)C2-1L, C2-1L, (T)(Q)PB-1L, (Q)PB-1L, and P-1L. All of the existing zones tied to the project site are permitted under the existing Community Commercial General Plan designation. The C2 zone permits a wide range of commercial retail uses to address community needs. P is an automobile parking zone that provides for public/private parking within surface and/or subterranean lot areas. PB is a parking building zone that permits public/private parking within above-grade parking structures, as well as surface and below-grade parking.

4. OVERVIEW OF PHYSICAL SETTING

The climate in the project region is a characterized as Mediterranean, which is semi-arid and exhibits a wet-dry cycle of dry summers and a winter rainy season. The strength and location of a semi-permanent, subtropical high pressure cell over the Pacific Ocean is the primarily influence on the climate in the project region. Temperatures range from the low 40's during winter nights to the high 90's and low 100's during summer afternoons.

The project site and surrounding area is characterized as an urban, developed commercial and residential area. The project site and all surrounding properties have undergone disturbance previously resulting from development of the existing shopping center, additional commercial uses at the adjacent intersections of Riverside Drive and both Hazeltine Avenue and Woodman Avenue, as well as the surrounding residential uses.

Vegetation on the site is limited to landscaping associated with existing development and a block of trees that currently buffer the site from the adjacent Ventura (US 101) Freeway to the south.

The visual character of the project site and surrounding area is that of a fully developed urban corridor, developed with a mix of retail, commercial, and residential uses. Typical residential development in the area ranges from one to four stories in height. Surrounding office and retail uses are typically between one to four stories in height as well, except for the six-story Sunkist building to the west and the 10-story office/financial building on the north side of Riverside Drive at Woodman Avenue. Existing buildings on the project site range between approximately 49 to 73 feet in height. Because of the relatively low height of most development within the project area, long-range viewsheds are relatively unobstructed; however, the close relative proximity of development within this urban area obstructs these views. Existing light sources come from both development at the project site and surrounding retail and residential uses.

Regional access to the shopping center is provided by US 101 (Ventura) Freeway. Local access is provided via Hazeltine Avenue, Riverside Drive, and Woodman Avenue. Nonetheless, analysis of 18 study intersection in the project area (see Section IV: Environmental Impact Analysis: J-Traffic, Circulation and Access of this DEIR) found that 16 of those intersections are presently operating at acceptable levels of service (i.e., level of service D or better) during peak hours. Two intersections in the immediate project area, Van Nuys Boulevard at the US 101 EB

Ramps and Woodman Avenue at Riverside Drive, operated below acceptable levels of service (i.e., level of service F) during the peak hours.

The project area, being fully urbanized, is fully serviced for all public utilities and public services. Electricity at the project site is currently provided by the City of Los Angeles, Department of Water and Power (LADWP). LADWP owns the electrical power generation plant and, as such, electrical service within the LADWP service area has not been affected by the recent statewide energy shortage. Natural gas at the project site is currently provided by the Southern California Gas Company (Gas Company). The project site is located within the Hyperion Water Treatment Plant (HWTP) Service Area.

I. SUMMARY

G. MAJOR IMPLICATIONS OF PROJECT IMPLEMENTATION

Based on the Initial Study, preliminary MND and NOP process, it was determined that implementation of the Proposed Project may, either by itself and/or in conjunction with past, present and reasonably foreseeable future development in the project vicinity, have a significant environmental effect in the following areas: Aesthetics/Visual Resources, Air Quality, Geology/Soils, Hazardous Materials/Man-Made Hazards, Water Resources (Water Quality and Water Supply), Land Use/Planning/Urban Decay, Noise, Public Services (Fire and Police), Public Utilities (Solid Waste), and Traffic/Circulation/Access. Section IV: Environmental Analysis of this EIR includes a detailed analysis for each of these environmental topics.

This EIR includes analysis of the above environmental impacts and recommends mitigation measures to reduce potentially significant impacts. In accordance with CEQA Guidelines Section 15128, other possible effects of the project which were determined to be not significant through the Initial Study review are not discussed in detail in this EIR. Those possible effects which did not warrant detailed analyses are identified in Section VI: Other Environmental Considerations: A-Effects Not Found To Be Significant of this DEIR.

The Summary Sheet on the following page provides snapshot of the net conclusions for the analysis. The Impact and Mitigation Measures Summary Matrix on the following pages outlines the environmental impact analysis provided in this DEIR. Mitigation measures and a monitoring program are recommended to reduce or eliminate significant impacts where possible.

Based upon the analysis in Section IV: Environmental Impact Analysis, with implementation of mitigation measures, the Proposed Project will not result in a significant environmental effect with regard to the issues analyzed herein, except for potentially significant short-term construction phase air quality with respect to $PM_{2.5}$, PM_{10} and NO_x.

Further, irreversible environmental changes will not occur as a result of project implementation. The site has been committed to urban use for many years, and the Proposed Project uses are consistent with City planned land uses for the site. Thus, development of the site is not considered a new commitment to urban development and does not represent the conversion of undeveloped land.

However, construction of the Proposed Project will require the consumption of natural resources and renewable and nonrenewable materials, including building materials (e.g., wood and metal) and fossil fuels (e.g., gasoline, diesel fuel, and natural gas). Once operational, the Proposed Project uses will require consumption of natural resources and renewable and non-renewable materials such as electricity, natural gas, potable water, and fossil fuels for project-generated vehicle trips. The commitment of resources associated with the Proposed Project is consistent with planned future development within the City of Los Angeles. The use of resources represents a very small percentage of the resources to be utilized by development City-wide.

Additionally, the Proposed Project provides public benefits, such as a reduction in the improvement to local adjacent roadways, implementation of neighborhood protection and traffic calming measures, enhancement of aesthetic conditions at the project site, and improved economic vitality resulting in increased tax revenues for the City.

The Proposed Project is not expected to generate growth in the area beyond the intensification of the project site. Construction of the proposed 280,000 GLSF of retail/restaurant commercial uses will result in an increase in short-term construction and long-term employment opportunities. While the Proposed Project would create new job opportunities, the City of Los Angeles and surrounding areas include a large employee base and new jobs in this area would offer employment opportunities closer to those who may reside in the Van Nuys/Sherman Oaks area. The Proposed Project would physically and may economically revitalize the underutilized shopping center. Surrounding land uses and businesses may experience secondary effects of the economic revitalization.

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

SUMMARY SHEET

(Article IV – City CEQA Guidelines)

POSSIBLE IMPACTS (Check where a Yes is appropriate)

A–Significant Adverse Impact; **B**–Mitigation Measures Available; **C**–Unavoidable Adverse Impact	**A**	**B**	**C**
1. AESTHETICS Will this project result in a diminishment or obstruction of a publicly available scenic vista, or in the creation of an offensive site visible to the public?	X	X	
2. AIR			
a. Increased mobile or stationary air emissions or air quality?	X	X	X
b. Creation of objectionable odors?			
3. ANIMAL LIFE			
a. Reduction of the numbers of any unique or endangered species of animals?			
b. Introduction or increase of any new animals?			
c. Impact on any existing animal habitat?			
4. CULTURAL RESOURCES Will this project impact or alter any archaeological, paleontoiogical or historical site, structure, or object?			
5. EARTH			
a. Change in topography or ground surface relief features?			
b. Increase in wind or water erosion?			
c. Unstable or hazardous geologic or oil conditions?			
6. ENERGY			
a. Use of additional amounts of fuel or energy?			
b. Increase in demand upon existing sources of energy or required development of new sources of energy?			
7. HOUSING Any increase in the demand for housing or reduction in existing housing?			
8. LAND USE Alteration of the present or planned land use of the area?	X	X	
9. LIGHT Will proposal produce light or glare?			
10. NATURAL RESOURCES			
a. Increase in consumption of any national resource?			
b. Depletion of any non-renewable natural resource?			
11. NOISE			
a. Increase in existing noise levels?	X	X	
b. Exposure of people to noise levels?	X	X	
12. PLANT LIFE			
a. Reduction of the numbers of any unique or endangered species of plants?			
b. Reduction of existing mature trees?			
c. Change in diversity of species?			
13. POPULATION Any increase or alteration of the distribution, density of growth rate of the population?			
14. PUBLIC SERVICES			
a. Increase in demand for fire, police or other governmental services?			
b. Impact on school or recreational services?			
c. Increase in maintenance of public facilities including roads?			
15. SAFETY			
a. Creation of any health hazard?			
b. Potential risk of explosion or release of chemicals or radiation in event of accident?			
16. TRANSPORTATION/CIRCULATION			
a. Increase in traffic volume or change in circulation patterns?	X	X	
b. Increase in parking demand (not met by onsite parking provided by the project)?			
c. Increased hazards to vehicles, bicyclists or pedestrians?			
d. Impact on existing transportation systems?			
17. UTILITIES			
a. Demand on water, gas, power or communication systems?			
b. Impact on sewer or solid waste disposal?			
c. Impact on storm water drainage?			
18. WATER			
a. Change in absorption rates, drainage patterns, or surface runoff?			
b. Alteration to direction of any water course?			
c. Reduction in amount of water available for public water supplies?			
d. Exposure to flood hazards?			
OTHER			

IMPACT AND MITIGATION MEASURES SUMMARY MATRIX

ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	1. MONITORING PHASE 2. MONITORING AGENCY 3. ENFORCEMENT AGENCY
AESTHETICS AND VISUAL RESOURCES			
Visual Quality and Character. The new Proposed Project development would be consistent with the type and height of existing development on the site and would not substantially change the existing commercial nature of the site and project area. Therefore, the project will result in a less than significant impact to visual character from the east. During construction activities for the Proposed Project, the visual character of the project site will reflect short-term changes as some of the construction activities (including the tunnel reactivation) will be visible from adjacent land uses. Although construction-related structures and activities would create a notable change to the visual character, these changes would extend only for the duration of the construction activities (approximately 24 months). **Views.** Based on the type and design of the proposed development, the lack of significant views or scenic vistas identified by the Community Plan in the project area, the lack of protected or recognized views in the project area, and the location of the proposed development within the envelope of the existing site development, the	**AES-1:** As required by LAMC Section 12.40, the site will be required to prepare a Landscape Plan which will address replacement of removed trees. **AES-2:** The owners shall maintain the subject property clean and free of debris and rubbish and to promptly remove any graffiti from the walls, pursuant to LAMC Sections 91.8101-F, 91.8904-1, and 91.1707-E. **AES-3:** A minimum of one 24-inch box tree (minimum diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new surface parking spaces. **AES-4:** The Final Expansion Project Landscape Plan, which will be reviewed and approved by the City of Los Angeles, shall incorporate clinging vines and bamboo screening, which provide a variety of textures and colors, along exterior walls visible along the Riverside Drive and Hazeltine Avenue frontages. **AES-5:** The Final Expansion Project Landscape Plan shall include the installation of healthy mature trees for all replacement trees and new landscaping along Riverside Drive.	With implementation of the standard conditions and project design features identified, the Proposed Project would not result in significant impacts to the general visual character and views. Impacts associated with lighting and glare impacts would be reduced to less than significant levels. Construction impacts would be short-term and would not be significant. Implementation of recommended mitigation measures identified, although not required to reduce significant impacts, would further minimize the effects of the project and reinforce the effectiveness of the standard conditions and project design features already required/incorporated into the Proposed Project. Due to the distance between the project site and the nearest related project, approximately 1,000 feet; the fact that there is no property with a direct line of site of both the project site and any related project site; and finally that none of the related projects have unique lighting requirements, there is no potential for a significant cumulative light impact.	1. Pre-construction 2. Department of Building and Safety 3. Department of City Planning 1. Occupancy 2. Department of Building and Safety 3. Department of City Planning 1. Construction 2. Department of Building and Safety 3. Department of City Planning 1. Pre-construction 2. Department of Building and Safety 3. Department of City Planning 1. Pre-construction 2. Department of Building and Safety 3. Department of City Planning

IMPACT AND MITIGATION MEASURES SUMMARY MATRIX

ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	1. MONITORING PHASE 2. MONITORING AGENCY 3. ENFORCEMENT AGENCY
Proposed Project would result in a less than significant aesthetic impact due to a substantial adverse effect on views into and out of the project site. **Light, Glare and Nighttime Illumination.** Due to the existing developed nature of the project site with commercial uses that are similar to the Proposed Project and other existing commercial development in the area, and the design of the Proposed Project's new lighting and glare source components, the intensity and type of nuisance light and glare sources of the Proposed Project will not substantially change from existing conditions. The majority of residential uses along and north of Riverside Drive would experience no measurable change in nighttime illumination, lighting or glare due to the Proposed Project. However, new light and glare sources in the vicinity of the proposed consolidated project driveway at Riverside Drive and Matilija Avenue would be introduced and could impact a limited number of residents. However, due to the relative orientation of the residential structures to the driveway, the existing vehicle activity within the vicinity, and the limited hours of operation at the shopping center, nuisance light from project-related vehicle headlights is	**AES-6:** New project landscaping along Riverside Drive would provide an opportunity to visually activate this frontage and minimize building massing. A combination of landscape, hardscape, and building finish elements would create a vibrant urban atmosphere that offers more pedestrian-friendly linear banding and gives a fresh, updated look to the shopping center. The landscape plan would incorporate specimen accent plantings, including distinctive palms, large canopy trees, evergreens, seasonal color trees and bold median plantings. The landscape concept also incorporates various hardscape features, including the integration of street furnishings along the Riverside Drive frontage. Street furnishings, including treated wood benches and cast-in-place concrete seating with integral lighting and water features, would add to the visual interest and appeal of this frontage. **AES-7:** Directional and security lighting will be required for safety purposes. Through a new plan, lighting can enhance safety along the Riverside Drive and Hazeltine Avenue frontages and add to the perceived security of the neighborhood in general. Lighting would be incorporated into the streetscape environment at several levels,		1. Pre-construction 2. Department of Building and Safety 3. Department of City Planning 1. Occupancy 2. Department of Building and Safety 3. Department of City Planning

IMPACT AND MITIGATION MEASURES SUMMARY MATRIX

ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	1. MONITORING PHASE 2. MONITORING AGENCY 3. ENFORCEMENT AGENCY
anticipated to be less than significant. Lighting sources project-wide are consistent with the commercial nature of this portion of community and will not substantially increase ambient illumination levels.	including the use of bollards, wall reveals, seating areas, and crosswalks. The use of plaza strip lighting will afford additional security lighting but with a park-like feel and without significant light intrusion to the surrounding neighborhood. As consistent with safety concerns, the Proposed Project will incorporate low-level lighting that is directed downward and shielded to prevent spillover of light toward sensitive uses.		
	AES-8: The Riverside Drive building surfaces would be refreshed with a new graphic design treatment that would consist of small visual mosaics of color and pattern that effectively serve to visually minimize the massing of the long linear wall along the frontage. It is intended that a combination of landscaping, hardscaping and building finish elements would create a vibrant urban atmosphere that offers more pedestrian-friendly linear banding and gives a fresh, updated look to the shopping center.		1. Construction 2. Department of Building and Safety 3. Department of City Planning
	AES-9: All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the		1. Occupancy 2. Department of Building and Safety 3. Department of City Planning

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	Planning Department.		
	AES-10: The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb and landscaping.		1. Construction 2. Department of Building and Safety 3. Department of City Planning
	AES-11: Outdoor lighting shall be designed and installed with shielding, so that the light sources for the Proposed Project are shielded from spillover to adjacent residential properties.		1. Construction 2. Department of Building and Safety 3. Department of City Planning
AIR QUALITY			
Construction Activity. 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 and site preparation (e.g., excavation) activities. Nitrogen oxide (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 volatile organic compounds (VOCs). The estimated localized daily emissions	**AQ-1:** The Proposed Project will comply with applicable CARB regulations and standards. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.	**Construction.** Implementation of the mitigation measures would ensure that fugitive dust emissions (i.e. $PM_{2.5}$ and PM_{10}) would be reduced by approximately 61 percent. However, localized $PM_{2.5}$ and PM_{10} emissions would still exceed the SCAQMD significance thresholds. Mitigation Measures would reduce regional NO_X emissions by at least 40 percent. The mitigation measures although difficult to quantify would also reduce NO_X emissions. 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, localized $PM_{2.5}$ and PM_{10} concentrations would exceed the SCAQMD significance thresholds. As	1. Pre-construction 2. Department of Building and Safety 3. South Coast Air Quality Management District
	AQ-2: The Proposed Project will comply with applicable SCAQMD regulations and standards. The SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing		1. Pre-construction, Construction 2. Department of Building and Safety 3. South Coast Air Quality Management District

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associated with each construction phase 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 without incorporation of mitigation measures. **Long-Term Operation.** 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. The daily weekday vehicle miles traveled would be approximately 24,075 and the daily weekend vehicle miles traveled would be approximately 30,320. Weekday and weekend operational emissions would not exceed SCAQMD significance thresholds and, as such, would result in a less than significant impact. CO concentrations in 2012 are expected to be lower than existing conditions due to stringent State and federal mandates for lowering vehicle emissions. Accordingly, increases in	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. **AQ-3:** The Proposed Project will be designed to reduce exposure of sensitive receptors to excessive levels of air quality. The Proposed Project is designed and will be built and operated in a manner consistent with the requirements to achieve Leadership in Energy and Environmental Design (LEED) certification from the United States Green Building Council. LEED is a green building rating system that was designed to guide and distinguish high-performance commercial projects. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. The Proposed	such, regional NO_X construction emissions would result in a significant impact, even with the implementation of mitigation measures. Localized construction emissions from the Proposed Project would also result in significant impacts even with implementation of all feasible mitigation measures. The Proposed Project would be considered to have a significant unavoidable regional and localized construction air quality impact. **Operational.** The project-related operational emissions would result in a less than significant impact without mitigation.	1. Pre-construction 2. Department of Building and Safety 3. South Coast Air Quality Management District

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traffic volumes are expected to be offset by increases in cleaner-running cars as a percentage of the entire vehicle fleet on the road. Weekday eight-hour CO concentrations under "project" conditions would range from approximately 3.5 ppm to 3.7 ppm. Weekend one-hour CO concentrations under "project" conditions would be approximately 5 ppm at worst-case sidewalk receptors. Weekend eight-hour CO concentrations under "project" conditions would range from approximately 3.5 ppm to 3.7 ppm. The State-wide one- and eight-hour standards of 20 ppm and 9.0 ppm, respectively, would not be exceeded at the study intersections. Thus, a less than significant impact is anticipated. CO concentrations at sensitive receptor locations are expected to be much lower than CO concentrations adjacent to the roadway intersections. Sensitive receptors that are located away from congested intersections or are located near roadway intersections with better Level of Service (LOS) would be exposed to lower CO concentrations. Thus, no significant increase in CO concentrations at sensitive receptor locations is expected, resulting in a less than significant impact. **Consistency with Adopted Plans and Policies.** The Proposed Project, which	Project will implement a variety of design and operational features to achieve LEED certification. As a result, the Proposed Project would be proactive in reducing GHG emissions. Examples of design features to be implemented for the Proposed Project in order to achieve LEED certification include, but are not limited to, the following or their equivalent: • A construction activity pollution prevention program. • Encouraging the use of mass transit. • Providing transportation amenities, such as alternative fueling stations, carpool/vanpool programs, bicycle racks, and showering/changing facilities. • Implementing a stormwater management plan that reduces impervious cover, promotes infiltration, and captures and treats the stormwater runoff from 90 percent of the average annual rainfall using acceptable best management practices. • Adopting site lighting criteria to maintain safe light levels while avoiding off-site lighting and night sky pollution, minimizing site lighting where possible, and reducing light pollution. • Providing tenants with a description of the sustainable design and construction features incorporated in the core and shell		

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would add 788 employees, represents less than one percent of the 121,694 new employees projected in SCAG's RTP between 2007 and 2010 for the Los Angeles City subregion. Such levels of housing, population, and employment growth are consistent with housing forecasts for the subregion as adopted by SCAG. The Proposed Project is consistent with growth assumptions included in the AQMP and, as such, the Proposed Project would comply with Consistency Criterion No. 2. The Proposed Project is consistent with the AQMP. **Climate Change Gas Emissions.** Greenhouse Gas (GHG) emissions would result from the combustion of fossil fuels that would provide energy for the Proposed Project. The Proposed Project would include 280,000 GLSF of new development, which would use approximately 1,096,852 kilowatt hours (kWh) per year. As such, proposed shopping center uses at buildout would potentially consume approximately 4,493,177 kWh per year. The Proposed Project will be designed with various features so the project achieves Leadership in Energy and Environmental Design (LEED) certifiable. Implementation of the LEED program would directly reduce	project. • Using high-efficiency irrigation technology or reducing potable water consumption for irrigation by 50 percent by using a combination of plant species factor, irrigation efficiency, use of captured rainwater, use of recycled wastewater, and use of water treated and conveyed by public agency specifically for non-potable uses. • Employing strategies that, in aggregate, use 20 percent less water than the water use baseline calculated for the building (not including irrigation) after meeting the Energy Policy Act of 1992 fixture performance requirements. • Designing the building envelope and building system to maximize energy performance. • Selecting refrigerants that reduce ozone depletion while minimizing direct contributions to global warming. • Implementing a construction waste management plan that identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or commingled. The waste management plan would include recycling and/or salvaging at least 50 percent of non-hazardous construction and demolition debris.		

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project-related energy use. LEED certifiable results in a minimum energy efficiency savings of approximately 10.5 to 14 percent over California Title 24 Energy Design Standards. The Proposed Project would generate 1,807 tons per year of CO_2 emissions. LEED certifiable construction would reduce CO_2 emissions to 1,761 tons per year. The Proposed Project would increase electricity consumption-related emissions of methane (CH_4) by 0.1 tons per year and NOx by 0.6 tons per year. LEED certifiable construction would reduce CH_4 and nitrous oxide N_2O emissions by 0.01 and 0.06 tons per year, respectively. 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, which in turn contribute toward GHG emissions. Land uses associated with 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 Applicant is committed to reducing interior water usage by 20 percent and exterior water usage by 50 percent. The resulting Proposed	• Using materials with recycled content such that the sum of post-consumer recycled content plus one-half of the pre- consumer content constitutes at least ten percent of the total value of the materials in the project. • Using a minimum of ten percent of the total materials value on building materials or products extracted, harvested, or recovered and manufactured within 500 miles of the project site. • Adopting an indoor air quality management plan to protect the HVAC system during construction, control pollutant sources, and interrupt contamination pathways. • Specifying low-volatile organic compounds paints and coatings in construction documents. • Designing the building with the capability for occupant controls for airflow, temperature and ventilation. Strategies will include underfloor HVAC systems with individual diffusers, displacement ventilation systems with control devices, and ventilation walls and mullions. **AQ-4:** The Proposed Project would install carbon monoxide and airflow measurement equipment that would transfer the information to the HVAC system and/or Building Automation System to trigger corrective action, if		1. Construction 2. Department of Building and Safety 3. South Coast Air Quality Management District

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Project water consumption would be 9,800 gallons per day (gpd), or 3,577,000 gallons per year. Therefore, energy use associated with water consumption at the Proposed Project would be reduced to approximately 242,783 kWh per year. The Proposed Project would generate 105 tons per year of CO_2 emissions. LEED certifiable construction would reduce CO_2 emissions to 98 tons per year. The Proposed Project would increase water consumption-related emissions of CH_4 and NOx by less than 0.0001 tons per year. LEED certifiable construction would reduce CH_4 and N_2O emissions by 0.002 and 0.01 tons per year, respectively. Daily operational activity associated with the Proposed Project would require natural gas consumption. 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 and NOx by less than 0.5 tons per year. LEED certifiable construction would not substantially reduce natural gas consumption CH_4 and N_2O emissions. GHG emissions from mobile sources are a function of vehicle miles traveled (VMT). The existing shopping center generates 24,049 tons per year of CO_2	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. **AQ-5:** The Proposed Project would provide bicycle racks at a ratio of 2% of the total number of parking spaces on-site, as well as lockers, changing rooms and showers inside the shopping center. A minimum of 20 additional bicycle spaces (in racks) would be provided at multiple locations through out the site. Four showers (two per each gender) would be provided in a dedicated shower facility area. Lockers would be provided in conjunction with the shower facilities. **AQ-6:** The Proposed Project would provide a shuttle service connecting the site to a nearby Orange Line station (e.g., Van Nuys Boulevard). This service could be provided by either the provision of a private shuttle or the funding of extended hours for the existing Los Angeles Department of Transportation (LADOT) DASH line. The Orange Line shuttle would		1. Construction 2. Department of Building and Safety 3. South Coast Air Quality Management District 1. Occupancy 2. LADOT 3. South Coast Air Quality Management District

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emissions from mobile sources and the expansion would generate an additional 4,743 tons per year. The Proposed Project would generate 28,792 tons per year of CO_2 emissions. The Proposed Project would generate 52 tons per year of CH_4 emissions and 955 tons per year of N_2O emissions. Adherence with LEED certifiable criteria would reduce CO_2 equivalent emissions by 48 tons per year for the Proposed Project. Total CO_2 equivalent emissions would be 31,745 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 5,068 tons per year. The Proposed Project would be consistent with applicable GHG reduction measures recommended by the California Climate Action Team. 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. The Proposed Project would also comply with all applicable regulations and policies set forth by State and local agencies to comply with all global warming legislation, including Assembly Bill (AB 32). Also the project will comply with the City's Green LA Action Plan. The Proposed	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). **AQ-7:** During construction activity, water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes. **AQ-8:** During construction activity, track-out shall not extend 25 feet or more from any active construction operations, and track-out shall be removed at the conclusion of each workday. **AQ-9:** During construction activity, a wheel washing system shall be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.		1. Construction 2. Department of Building and Safety 3. South Coast Air Quality Management District 1. Construction 2. Department of Building and Safety 3. South Coast Air Quality Management District 1. Construction 2. Department of Building and Safety 3. South Coast Air Quality Management District

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Project would actively reduce on-going emissions through compliance with reduction strategies. The Proposed Project would result in a less than significant impact on climate change.	**AQ-10:** All haul trucks hauling soil, sand, and other loose materials shall maintain at least six inches of freeboard in accordance with California Vehicle Code Section 23114, and such trucks shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).		1. Construction 2. Department of Building and Safety, Department of Public Works-Bureau of Street Services 3. Department of Building and Safety, Department of Public Works-Bureau of Street Services
	AQ-11: During construction activity, traffic speeds on unpaved roads shall be limited to 15 miles per hour.		1. Construction 2. Department of Building and Safety 3. South Coast Air Quality Management District
	AQ-12: During construction activity, operations on unpaved surfaces shall be suspended when winds exceed 25 miles per hour.		1. Construction 2. Department of Building and Safety 3. South Coast Air Quality Management District
	AQ-13: Heavy equipment operations shall be suspended during first and second stage smog alerts.		1. Construction 2. Department of Building and Safety 3. South Coast Air Quality Management District
	AQ-14: On-site stock piles of debris, dirt, or rusty materials shall be covered or watered at least twice per day.		1. Construction 2. Department of Building and Safety 3. South Coast Air Quality Management District
	AQ-15: Heavy-duty equipment shall be equipped with a diesel oxidation catalyst capable of reducing NOX emissions by 40 percent.		1. Construction 2. Department of Building and Safety 3. South Coast Air Quality Management District
	AQ-16: Contractors shall maintain equipment and vehicle engines in good		1. Construction 2. Department of Building and Safety

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	condition and in proper tune per manufacturers' specifications.		3. South Coast Air Quality Management District
	AQ-17: Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.		1. Construction 2. Department of Building and Safety 3. South Coast Air Quality Management District
	AQ-18: Heavy-duty construction shall be prohibited from idling in excess of five minutes, both on- and off-site, to be consistent with State law.		1. Construction 2. Department of Building and Safety 3. South Coast Air Quality Management District
	AQ-19: Construction parking shall be configured to minimize traffic interference.		1. Construction 2. Department of Building and Safety 3. South Coast Air Quality Management District
	AQ-20: Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours, as feasible.		1. Construction 2. Department of Building and Safety 3. South Coast Air Quality Management District
GEOLOGY AND SOILS			
Groundshaking and Liquefaction. The project site could be subjected to strong ground shaking in the event of an earthquake. The potential for exposure to strong seismic ground shaking at the project site would not be greater than normal seismic risk as compared to other areas in Southern California. Buildings constructed under the Proposed Project will be constructed in compliance with current	**GEO-1:** Design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety. **GEO-2:** All grading and earthwork shall be performed in accordance with the Grading Ordinances of the City of Los Angeles and the applicable portions of the General Earthwork	Based on standards of acceptable risk reflected in the City of Los Angeles Building Code, the Uniform Building Code, and performance review procedures of current standard engineering practices, no significant geology impacts would occur as a result of the Proposed Project with implementation of the applicable standard conditions of approval, project design features and	1. Pre-construction 2. Department of Building and Safety 3. Department of Building and Safety 1. Pre-construction 2. Department of Building and Safety 3. Department of Building and Safety

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seismic standards in the Uniform Building Code.	Specifications in an approved Geotechnical Report.	recommended mitigation measures.	
Soil and Slope Stability. The project 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 Proposed Project if developed in accordance with standard geotechnical engineering practices that take the underlying soil conditions into account.	**GEO-3:** All earthwork and construction shall be completed in accordance with mitigation as defined in Public Resources Code Section 2693(c) to ensure that issues of potential liquefaction are addressed.		1. Pre-construction 2. Department of Building and Safety 3. Department of Building and Safety
	GEO-4: To address potential soil settlement, all new building construction shall be supported on deep foundations. Design values for drilled piles shall be consistent with the recommendations of the approved Geotechnical Report.		1. Pre-construction 2. Department of Building and Safety 3. Department of Building and Safety
Sedimentation and Erosion. The Proposed Project has the potential to result in the erosion of soil during the construction activities. However, the potential for erosion is low due to the relatively level topography of the project site and the relatively low volume of mass grading required to implement the development. Substantial erosion during construction is not anticipated and potential impacts due to soil erosion would be less than significant.	**GEO-5:** To address potential stability concerns due to buried structures, such as footings, septic systems, backfilled excavations, and utility lines. Any buried structures should be properly removed and the resulting excavations backfilled with engineered fill. Any other buried structures encountered during construction should be removed and backfilled in accordance with the recommendations of the Soils Engineer. The site should be inspected for possible buried fill material, using heavy excavating equipment. If loose fill material is encountered, excavations should extend to native ground. The exposed native subgrade should be scarified to a minimum of 6 inches, moisture-conditioned as		1. Pre-construction, Construction 2. Department of Building and Safety 3. Department of Building and Safety

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	necessary, and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. Limits of recompaction should extend 5 feet beyond structural elements. Prior to fill placement, a qualified geotechnical engineer shall inspect the bottom of the excavation to verify no additional excavation will be required. Any buried structures or loosely backfilled excavations encountered during construction should be properly removed and the resulting excavations backfilled with engineered fill. Excavations, depressions, or soft and pliant areas extending below planned finished subgrade levels should be cleaned to firm, undisturbed soil and backfilled with engineered fill. In general, any septic tanks, debris pits, cesspools, or similar structures should be entirely removed. Concrete footings should be removed to an equivalent depth of at least 3 feet below proposed footing elevations or as recommended by the Soils Engineer. Any other buried structures should be removed in accordance with the recommendations of the Soils Engineer. The resulting excavations should be backfilled with engineered fill. **GEO-6:** Any fill material encountered within proposed pavement areas shall be removed and/or recompacted. The		1. Pre-construction, Construction 2. Department of Building and Safety 3. Department of Building and Safety

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	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. 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.		
	GEO-7: To minimize the potential soil movement, the upper 24 inches of soil within the building slab and exterior flatwork areas shall be replaced with "non-expansive" soils (with El<20).		1. Construction 2. Department of Building and Safety 3. Department of Building and Safety
	GEO-8: To minimize seismic-induced settlements, foundations shallower than 30 feet shall be designed to tolerate seismic settlements of one-half inch total and one-quarter inch differential over a distance of 50 feet.		1. Construction 2. Department of Building and Safety 3. Department of Building and Safety
	GEO-9: To address cohesionless sandy soil conditions, shoring or sloping back trench sidewalls may be required within these loose cohesionless soils.		1. Construction 2. Department of Building and Safety 3. Department of Building and Safety
	GEO-10: If groundwater is encountered during the course of earthwork at the project site and subgrade soils appear to become		1. Construction 2. Department of Building and Safety 3. Department of Building and Safety

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	saturated, "pump," or not respond to densification techniques, typical remedial measures as prescribed by a qualified geotechnical engineer shall be employed. Groundwater remedial measures include: discing and aerating the soil during dry weather; mixing the soil with dryer materials; removing and replacing the soil with an approved fill material; or mixing the soil with an approved lime or cement product.		
	GEO-11: General site clearing shall include removal of vegetation and existing utilities; structures; including foundations basement walls and floors; existing stockpiled soil; trees and associated root systems; rubble; rubbish; and any loose and/or saturated materials. Site stripping 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.		1. Construction 2. Department of Building and Safety 3. Department of Building and Safety
	GEO-12: The upper 24 inches of soil within proposed building and exterior flatwork areas shall consist of non-expansive engineered fill. The intent is to support the proposed slab-on-grade and exterior flatwork areas with 24		1. Construction 2. Department of Building and Safety 3. Department of Building and Safety

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	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. 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.		
	GEO-13: Within the proposed pavement areas, the upper 12 inches of subgrade soil shall be moisture-conditioned to near optimum moisture and recompacted to a minimum of 90 percent of maximum density based on ASTM D1557 Test Method.		1. Construction 2. Department of Building and Safety 3. Department of Building and Safety
	GEO-14: The upper soils, during wet winter months, become very moist due to the absorptive characteristics of the soil. Earthwork operations performed		1. Construction 2. Department of Building and Safety 3. Department of Building and Safety

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	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.		
	GEO-15: A qualified geotechnical engineer shall be present during all site clearing and grading operations to test and observe earthwork construction, as acceptance of earthwork construction is dependent upon compaction and stability of the material. The Soils Engineer may reject any material that does not meet compaction and stability requirements.		1. Construction 2. Department of Building and Safety 3. Department of Building and Safety
	GEO-16: The preferred materials specified for engineered fill are suitable for most applications with the exception of exposure to erosion. Project site winterization and protection of exposed soils during the construction phase 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		1. Construction 2. Department of Building and Safety 3. Department of Building and Safety

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	following characteristics: 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.		
	GEO-17: All excavations shall comply with the current OSHA requirements. All cuts greater than 3 feet in depth should be sloped or shored. Temporary excavations should be sloped at 1:1 (horizontal to vertical) or flatter, up to a maximum depth of 10 feet. Heavy construction equipment, building materials, excavated soil, and vehicular traffic should not be allowed within five feet of the top (edge) of the excavation. Where sloped excavations are not feasible due to site constraints, the excavations may require shoring. 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.		1. Construction 2. Department of Building and Safety 3. Department of Building and Safety

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	GEO-18: To maintain the desired support for existing or new foundations, new utility trenches shall be located such that the base of the trench excavation is located above an imaginary plane having an inclination of 1.0 horizontal to 1.0 vertical, extending downward from the bottom edge of the adjacent footing. Utility trenches shall be excavated according to accepted engineering practices following OSHA standards by a contractor experienced in such work. The responsibility for the safety of open trenches should be borne by the contractor. Traffic and vibration adjacent to trench walls should be kept to a minimum; cyclic wetting and drying of excavation side slopes should be avoided. Depending upon the location and depth of some utility trenches, groundwater flow into open excavations could be experienced, especially during or shortly following periods of precipitation.		1. Construction 2. Department of Building and Safety 3. Department of Building and Safety
	GEO-19: 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.		1. Construction 2. Department of Building and Safety 3. Department of Building and Safety

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	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.		
	GEO-20: 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. In addition, utility trenches within the structure shall be compacted to minimize the transmission of moisture through the utility trench backfill.		1. Construction 2. Department of Building and Safety 3. Department of Building and Safety
	GEO-21: Positive drainage shall be established away from the structure and shall be maintained throughout the life of the structure. Ponding of water shall not be allowed adjacent to the structure. Over-irrigation within landscaped areas adjacent to the structure shall not be performed.		1. Construction 2. Department of Building and Safety 3. Department of Building and Safety
HAZARDOUS MATERIALS AND MAN-MADE HAZARDS			
Hazardous Substances. The Proposed Project would not change substantially land uses at the site, the types of hazardous materials used or stored at the site, or the quantity of these materials. The Proposed Project does not include any known or unique specific uses that would pose a	**HAZ-1:** The Proposed Project shall comply with SCAQMD Rule 1403 regulating the removal of ACMs from on-site buildings. **HAZ-2:** The Proposed Project shall comply with Construction Safety Orders 1532.1(pertaining to lead) from	Compliance with SCAQMD Rule 1403 requirements would reduce impacts related to the removal of ACMs from on-site buildings to the extent required by existing regulations. Required compliance and the on-going asbestos and lead abatement program for the site would assure a less than	1. Construction 2. Department of Building and Safety 3. Department of Building and Safety 1. Pre-construction 2. Department of Building and Safety 3. Department of Building and Safety

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potential hazardous materials impact due to the reasonably foreseeable upset involving the release of hazardous materials. The Proposed Project is not expected to exceed maximum regulatory requirements for hazardous materials and is not expected to release hazardous materials within the project area or into nearby soil and groundwater supplies. The Proposed Project would result in a less than significant hazardous materials impact due to the routine transport, use, and disposal of hazardous waste. The project site is not included on a list of hazardous materials sites or in close proximately to any known hazardous materials sites which could result in a release of hazardous materials into the project area. **PCBs, Asbestos and Lead.** Demolition of portions of the shopping center that interface with the building structures dating from the original 1962 construction may expose materials containing polychlorinated biphenyls (PCBs), asbestos and/or lead. However, these impacts can be mitigated to a less than significant level by incorporation of proper handling and disposal procedures. Exposure to lead-based paint, if encountered during demolition or	Title 8 of the California Code of Regulations as well as other applicable federal, state and local rules and regulations. **HAZ-3:** Prior to the issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACMs are present in the portion of the building to be demolished. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as other applicable federal, state and local rules and regulations. **HAZ-4:** Prior to the issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified lead-paint abatement consultant that no lead-based paint is present in the portion of the building to be demolished. If lead-based paint is found to be present, it will need to be abated in compliance with Construction Safety Orders 1532.1(pertaining to lead) from Title 8 of the California Code of Regulations as well as other applicable federal, state and local rules and regulations. **HAZ-5:** Prior to issuance of the Certificate of Occupancy the applicant	significant ACM impact. With implementation of the recommended mitigation measures, the Proposed Project would not result in a significant adverse impact related to hazardous materials or man-made hazards.	1. Pre-construction 2. Department of Building and Safety 3. Department of Building and Safety 1. Pre-construction 2. Department of Building and Safety 3. Department of Building and Safety 1. Pre-construction 2. Department of Building and Safety

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renovation tied to implementation of the Proposed Project could pose a health hazard to workers and employees at the shopping center. Potential impacts due to lead-based paint can be mitigated to a less than significant level by incorporation of proper handling and disposal procedures.	shall provide a letter from the Fire Department stating that the LAFD has permitted the facility's use, storage and creation of hazardous wastes.		3. Department of Building and Safety
	HAZ-6: All 55-gallon drums on site should be stored in secondary containment to prevent any accidental spills or leaks.		1. Construction, Occupancy 2. Department of Building and Safety 3. Department of Building and Safety
Storage Tanks. Any 55-gallon drums containing fuels or chemicals, such as those used for hydraulic and generator equipment will be stored within an area providing secondary containment to prevent any accidental spills or leaks resulting in negative impacts to the environment.	**HAZ-7:** Hazardous materials generated, as a result of routine maintenance of equipment shall be disposed of in accordance with legal disposal procedures.		1. Construction, Occupancy 2. Department of Building and Safety 3. Department of Building and Safety
Emergency Response and Evacuation. The Proposed Project will be constructed on private property and will not block or interfere with any major highways. The Proposed Project will not impair implementation of or physically interfere with an adopted emergency response plan and will result in a less than significant impact.			
WATER RESOURCES – HYDROLOGY/WATER QUALITY			
Surface Water – Hydrology. Due to the existing impervious nature of the project site and the length of time these conditions have existed, the Proposed Project will not substantially	**WR-1:** The Proposed Project will comply with provisions of the City of Los Angeles Development Best Management Practices Handbook, Part A Construction Activities (3rd	Implementation and of BMPs during construction activities at the project site, including covering construction driveways with gravel, establishing a vehicle washing station, utilizing	1. Pre-construction 2. Department of Public Works 3. Department of Public Works

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alter existing drainage patterns on the project site nor substantially increase the amount of water flowing from the site. The Proposed Project would not substantially alter the existing drainage patterns at the project site or surrounding area. Construction activities would temporarily make the project site more permeable and vulnerable to erosion and sedimentation, which could be conveyed into nearby storm drains during storm events. The Proposed Project would be designed to comply with all applicable construction and operational water quality standards and waste discharge requirements. The Proposed Project, being greater than one acre would be required to obtain a National Pollution Discharge Elimination System (NPDES) General Construction Permit and the Proposed Project developer must submit a Notice of Intent (NOI) to the SWRCB to prepare a Stormwater Pollution Prevention Plan (SWPPP). The Proposed Project would be required to file a stormwater plan with the City of Los Angeles for grading activities during the construction phase. During the construction activities, the Proposed Project would implement a variety of Best Management Practices (BMPs) to minimize erosion and sedimentation, eliminate runoff pollutants, and maintain post-	Edition), adopted by the Los Angeles Board of Public Works on September 29, 2004, and associated ordinances, which have specific minimum BMP requirements for all construction activities and require that construction projects with one acre or greater of disturbed soil prepare a SWPPP and file a NOI to comply with the State NPDES General Construction Permit with the SWRCB. **WR-2:** The Proposed Project will comply with City of Los Angeles Ordinance No. 172,176 and Ordinance No. 173,494, which specify Stormwater and Urban Runoff Pollution Control requiring the application of Best Management Practices (BMPs), and the LAMC, Chapter IX, Division 70, which addresses grading, excavations, and fills. The Proposed Project will meet the applicable requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board (LARWQCB), including the sections related to commercial development and the restaurant industry. [A expanded list of typical LARWQCB stormwater pollution control measures for commercial and restaurant development that would be required for the Proposed Project is provided in Section IV: Environmental Impact	mulch and roughing soil (to slow down runoff), installing temporary detention basins, avoiding activity during storm events, placement of sedimentation traps, creation of temporary diversion dikes/berms, drainage swales, etc., would all serve to protect downstream receiving waters. These BMPs would eliminate or reduce pollutant levels in stormwater/urban runoff during construction. Compliance with SWPPP guidelines, including implementation of BMPs, would ensure that the Proposed Project would not violate water quality standards during construction activity. Construction-related impacts to hydrology and surface water quality would be less than significant.	1. Pre-construction 2. Department of Public Works 3. Department of Public Works

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construction water quality. With the proper design and implementation of BMPs, water quality impacts during the construction phase would be less than significant. Proposed Project drainage will to travel via sheetflow to the adjacent roadways and into the Los Angeles River to the south of the project site. Based on the existing and proposed impervious conditions, the amount and quality of stormwater will not change substantially. The Proposed Project will comply with Standard Urban Stormwater Mitigation Plan (SUSMP) requirements. The Proposed Project will not change the existing stormwater drainage systems in the project area. Due to the impervious nature of the site, the continuation of surface and/or rooftop parking and the location of the project site within an urban, developed area, the Proposed Project will not create substantial additional runoff that will exceed the capacity of stormwater drainage systems in the project area.	Analysis: E.1-Water Resources – Water Quality, of this EIR.] **WR-3:** The Proposed Project will adopt an erosion and sediment control plan for the project site during the construction phase that would employ strategies such as temporary and permanent seeding, mulching, earth dikes, silt fencing, sediment traps and sediment basins. The erosion and sediment control plan would comply with U.S. Environmental Protection Agency (EPA) Document No. EPA 832/R-92-005 (September 1992), Storm Water Management for Construction Activities, Chapter 3 (or the local agency equivalent erosion and sedimentation control standards and codes) and would address soil loss, stormwater runoff, wind erosion, sedimentation, and fugitive dust at a minimum. The erosion and sediment control plan would contribute to minimizing water quality impacts and may indirectly minimize aesthetic effects during the construction phase.		1. Pre-construction 2. Department of Public Works 3. Department of Public Works
Surface Water – Urban Runoff. Due to the urban nature of the project area, surface runoff routinely collects oil, fuel and debris deposited on the ground. Potential water quality issues are associated with stormwater runoff across existing paved areas and streets	**WR-4:** In accordance with the SUSMP requirements, the Proposed Project shall meet (or exceed) all minimum site design and source control BMPs. **WR-5:** The Proposed Project shall incorporate treatment control BMPs that will minimize urban runoff and		1. Pre-Construction 2. Department of Public Works 3. Department of Public Works 1. Pre-construction 2. Department of Public Works 3. Department of Public Works

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that have accumulated fuel, oil, grease and trash deposits. Impacts may result from the release of contaminants into the stormwater drainage channels during the routine operation of commercial development projects. The Proposed Project must meet the requirements of the SUSMP approved by the Los Angeles Regional Water Quality Control Board (LARWQCB). Adherence to these standards will insure that storm water discharge from the project site will not exceed existing storm water discharge from the site. With incorporation of the SUSMP requirements, the Proposed Project will not create an adverse storm water runoff or discharge impact. The Proposed Project will not violate any water quality standards or waste discharge requirements and will result in a less than significant impact to water quality. **Sedimentation and Erosion.** There are no undeveloped parcels or open space located on the project site or nearby in the project area. The Proposed Project will result in a less than significant hydrologic impact due to erosion or siltation.	associated impacts to receiving water quality and specifically address the identified pollutants of concern. Acceptable BMP alternatives that may be implemented with the Proposed Project include: (1) vegetated treatment BMPs, (2) onsite storage and reuse, (3) permeable paving, (4) roof top BMPs, and (5) media filters. **WR-6:** The Proposed Project shall incorporate vegetated treatment BMPs, including swales, filter strips, bioretention and planter boxes and appropriate and approved by the City. **WR-7:** The Proposed Project shall incorporate permeable (porous) pavement material in pavement areas (such as roadways, driveways, parking areas, and walkways), such that the pavement materials will allow water to drain down to the underlying soil and reduce the volume of wet weather urban runoff. The Proposed Project shall incorporate a mix of porous concrete, pervious asphalt, pervious pavers, grass/gravel pavers, and crushed stone, into the landscape plan and design of surface parking areas as functionally appropriate. **WR-8:** The Proposed Project shall employ rooftop BMPs for filtering and/or capturing stormwater in order to contribute toward the reduction of small storm events peaks and the		1. Pre-construction 2. Department of Public Works 3. Department of Public Works 1. Pre-construction 2. Department of Public Works 3. Department of Public Works 1. Pre-construction 2. Department of Public Works 3. Department of Public Works

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	overall runoff volume via inter-event evaporation and transpiration. Acceptable rooftop BMPs incorporated into the project design include planters and landscaping on the rooftop portion of the new parking structures, and hanging planters along the parking buildings and along the Riverside Drive mall elevation.		
	WR-9: The Proposed Project shall employ media filtration to separate and filter fine particulates and associated pollutants from captured stormwater to the extent feasible and as approved by the City.		1. Pre-construction 2. Department of Public Works 3. Department of Public Works
WATER RESOURCES –WATER SUPPLY			
Water Demand. Total proposed development will result in the use of approximately 160,655 gpd of water, an increase of approximately 59,795 gpd of water use for the Proposed Project. The increase in water demand from the Proposed Project of approximately 0.18 acre-feet daily would result in an increased water demand of approximately 65.7 AFY (assuming a worst case scenario of operation 365 days annually). Implementation of the Proposed Project would not cause the Community Plan area to exceed the projected growth in population, housing, or employment for the year	No mitigation measures are required. Compliance with Title 20 (Public Utilities and Energy) and Title 24 (Building Standards Code) of the California Code of Regulations is already a required standard condition under applicable regulations and will ensure that the Proposed Project incorporates standard water conservation practices.	The Proposed Project will not result in significant impacts to water supply or water delivery infrastructure. No mitigation measures are required as impacts related to water supply are already less than significant.	

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of Project occupancy or buildout. Therefore, since the projected water supply is based on the growth projections of the City's General Plan which are used in the LA-UWMP, and the Proposed Project is consistent with the General Plan (and Community Plan) designation, the Proposed Project will fit within the water demand projections.			
Water Supply – Water Delivery. The shopping center relies on existing LADWP water delivery facilities. The Proposed Project will use the existing water delivery infrastructure in the area and no new water delivery facilities would be required as a result of the Proposed Project. No significant impacts to the environment would result.			
LAND USE, PLANNING AND URBAN DECAY			
Consistency with the Van Nuys-North Sherman Oaks Community Plan. Continued use of the project site for shopping center uses (including retail, restaurant and related parking) would be consistent with the Community Commercial land use designation, as would be the requested underlying zone change to (T)(Q)C2-1L, which is a compatible zone under the Community Commercial designation. The Proposed Project is consistent with the adopted land use	**LU-1:** The Proposed Project must obtain the appropriate approvals, including zone change, variances and conditional use permits, prior to commencing project development. Attainment of such approvals shall in turn ensure that the Proposed Project is in full compliance with local codes, procedures and regulations.	With implementation of the standard conditions and project design features, the Proposed Project would not result in significant land use compatibility or land use plan consistency impacts on a project-level or cumulative basis; it would not result in significant unavoidable impacts.	1. Pre-construction 2. Department of City Planning 3. Department of Building and Safety
	LU-2: The Proposed Project shall comply with the draft RIO and/or adopted RIO in effect at the time of		1. Pre-construction 2. Department of City Planning 3. Department of Building and Safety

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and density designation for the subject project and would not result in impacts relevant to land use consistency with the adopted Community Plan. The Proposed Project does not propose any change to adopted Plans or policies, nor reclassification of applicable designations. **Consistency with the Los Angeles River Revitalization Master Plan (LARRMP) and River Improvement Overlay (RIO).** The project site lies within the recently designated RIO District and adjacent roadways abutting the east, west and north frontages of the project site are designated as "green streets". The Proposed Project would meet the minimum point threshold requirements established under the RIO for each of three required compliance categories (i.e., watershed, building design, and mobility), as it would exceed 20 qualifying points. Because the Proposed Project would be consistent with the RIO, it would be consistent with the LARRMP because the project either directly contributes toward the furtherance of LARRMP policies (i.e., through physical site improvements) or indirectly supports those policies by not creating obstacles for their realization. The Proposed Project will	project approval. **LU-3:** In accordance with the SUSMP requirements, the Proposed Project shall meet (or exceed) all minimum site design and source control BMPs. **LU-4:** The Proposed Project shall adopt an erosion and sediment control plan for the project site during the construction phase that would employ strategies such as temporary and permanent seeding, mulching, earth dikes, silt fencing, sediment traps and sediment basins. The erosion and sediment control plan shall comply with U.S. Environmental Protection Agency (EPA) Document No. EPA 832/R-92-005 (September 1992), Storm Water Management for Construction Activities, Chapter 3 (or the local agency equivalent erosion and sedimentation control standards and codes) and shall address soil loss, stormwater runoff, wind erosion, sedimentation, and fugitive dust at a minimum. The erosion and sediment control plan shall contribute to minimizing water quality impacts and may indirectly minimize aesthetic effects during the construction phase. **LU-5:** Consistent with California laws, the Proposed Project shall prohibit smoking in the shopping center buildings, public areas, or		1. Pre-construction 2. Department of City Planning 3. Department of Building and Safety 1. Pre-construction, Construction 2. Department of City Planning 3. Department of Building and Safety 1. Pre-construction 2. Department of City Planning 3. Department of Building and Safety

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result in a less than significant impact to land use consistency as the Proposed Project will not create any conflicts with policies and programs of the LARRMP and RIO.	exterior areas within 25 feet from entries, outdoor air intakes and operable windows, unless such areas are specifically designated and properly ventilated as a dedicated "smoking area".		
Compliance with the Los Angeles Municipal Code. *Zoning.* The Proposed Project includes a request for a zone change 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 would not necessarily provide for a change in the nature of the land uses on-site, but rather would consolidate and make consistent the zoning across the entire shopping center property. Because the Proposed Project is consistent with the permitted uses of the requested C2 zone, complies with the adopted development standards, and would be appropriately conditioned through a CUP for Major Development Project, the Proposed Project would have a less than significant impact relative to zoning compliance.	**LU-6:** The Proposed Project shall include the provision of a new community room to be made available to the surrounding Sherman Oaks community and to offset a potential increase demand on recreational facilities for community meeting space needs.		1. Pre-construction 2. Department of City Planning 3. Department of Building and Safety
	LU-7: The Proposed Project shall provide new landscaping treatment along the Hazeltine Avenue, Riverside Drive and Woodman Avenue frontages that would enhance the visual interest along these road way corridors and the shopping center perimeter through the addition of a sophisticated landscape treatment that includes color, depth, volume and variety.		1. Pre-construction 2. Department of City Planning 3. Department of Building and Safety
Conditional Use Permit – Major Development Project (MDP). A Conditional Use Permit (CUP) for a "Major Development Project" is requested. The Proposed Project, conditioned in accordance with the intent of the MDP CUP, would result in a less than significant impact related	**LU-8:** The Proposed Project shall provide funds for the implementation of a Neighborhood Protection Program (NPP) that focuses on the prevention of "cut through" traffic in the residential neighborhoods north of the project site (across Riverside Drive). The NPP would seek to maintain the quality of the residential area through		1. Occupancy 2. Neighborhood Protection Program 3. Neighborhood Protection Program

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to land use consistency and compatibility.	traffic control and traffic calming measures.		
Conditional Use Permit – Commercial Corner (Hours of Operation). To operate as proposed, the Proposed Project also requests through the CUP approval to allow the development to operate from 5:30 a.m. to 12:00 a.m. (midnight), rather than the current permitted hours of 7:00 a.m. to 11:00 p.m. Although the requested operational hours would expand the length of time that the mall could be actively used during a single day, the extended hours are not anticipated to result in a significant change to the operational activity currently experienced at the shopping center. The expanded hours are primarily requested to accommodate the restaurant uses, which will be located on the south side of the mall. Retail stores, which are the primary use and attractant of patrons to the shopping center, would continue to operate under the existing store hours, except during special temporary extended holiday hours (which would be consistent with the overall operational hours of the shopping center). *Conditional Use Permit – Consumption of Alcoholic Beverages.* A CUB, is required for the on-site sale and consumption of a full line of alcoholic beverages and is in	**LU-9:** The Proposed Project shall provide an improved pedestrian crossing at the proposed Riverside Drive/Matilija Avenue intersection, a landscape-enhanced pedestrian corridor along Riverside Drive, and more efficient and safer site driveway entrances that will serve to strengthen community linkages to surrounding uses and support non-motorized vehicle travel options. **LU-10:** The Proposed Project Landscape Plan shall incorporate wall-hugging vines and bamboo screening as CPTED strategies which function as graffiti deterrents, minimization of hidden spaces, and creation of more open area for natural surveillance. **LU-11**: The Proposed Project shall incorporate building access points that would improve public access and circulation throughout the mall and minimize walking distances from remote parking areas, thereby improving public safety (through natural access control, natural surveillance and territorial reinforcement features) and pedestrian activity (through improved convenience and accessibility). **LU-12:** The Proposed Project shall		1. Pre-construction 2. Department of City Planning 3. Department of Building and Safety 1. Pre-Construction 2. Department of City Planning 3. Department of Building and Safety 1. Pre-construction 2. Department of City Planning 3. Department of Building and Safety 1. Pre-construction, Construction,

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conjunction only with new sit-down restaurants proposed . A substantial concentration of facilities that sell alcoholic beverages does not exist in the immediate North Sherman Oaks community. The sale and service of alcoholic beverages is age-restricted and would not pose an opportunity for underage students. The proposed sale and consumption (restricted to on-site) of alcoholic beverages in association with restaurant uses at the shopping center would not detrimentally affect nearby residential or school uses, and impacts would be less than significant.	incorporate treatment control BMPs that will minimize urban runoff and associated impacts to receiving water quality and specifically address the identified pollutants of concern. Many BMP alternatives can be easily integrated into planned landscaping, right-of-ways, and planned infrastructure. BMP alternatives that would be implemented with the Proposed Project include: (1) vegetated treatment BMPs, (2) onsite storage and reuse, (3) permeable paving, (4) roof top BMPs, and 5) media filters.		Occupancy 2. Department of City Planning 3. Department of Building and Safety
Variances (for Commercial Corner standards). Although the Proposed Project would be in substantial compliance with the permitted uses and development standards of the C2 zone, several minor deviations (some of which are addressed through the CUP process) are requested to facilitate a more efficient project design. Approval and implementation of the requested variances related to building height, landscaped areas, parking, operational hours and building façade treatments would be less than significant. *Other Approvals.* The potential impacts associated with a future haul route and other building approvals were determined to be less than significant.	**LU-13:** The Proposed Project shall incorporate a number of vegetated treatment BMPs, including swales, filter strips, bioretention and planter boxes. When properly designed and maintained, vegetated BMPs are among the most effective, cost efficient treatment approaches for dry and wet-weather runoff. Treatment occurs through sedimentation, filtration, adsorption to organic matter, and vegetative uptake. Additionally, vegetated treatment systems would reduce runoff volumes through soil soaking, infiltration, and evapotranspiration. On-site implementation of these systems would be integrated into surface conveyances and on-site landscaping in innovative ways that provide dual-functional site amenities.		1. Pre-construction 2. Department of City Planning 3. Department of Building and Safety

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Other Local Programs. The Proposed Project will not result in the creation or removal of parkland or active recreational facilities. The Proposed Project includes provision of a new and enhanced community room which would increase the stock of available facilities for the immediate community and reduce potential impacts to the community due to demand on recreational facilities for community meeting space needs. **Consistency with the SCAG Regional Comprehensive Plan (RCP).** The Proposed Project is consistent with the RCP because the project directly contributes toward the furtherance of those policies (i.e., as through the provision of jobs) and indirectly supports those policies by not creating obstacles for their realization (i.e., opportunity for greater efficiency of transit infrastructure). The Proposed Project will result in a less than significant impact to land use consistency as it will not create conflicts with policies and programs of SCAG's regional plans, including the RCP. **Consistency with Other Regional Programs.** Other regional plans that address land use in the project area include the Los Angeles County Congestion Management Plan (CMP)	**LU-14:** The Proposed Project shall incorporate permeable (porous) pavement material in pavement areas (such as roadways, driveways, parking areas, and walkways). The permeable (porous) pavement materials would allow water to drain down to the underlying soil and reduce the volume of wet weather urban runoff. The Proposed Project would incorporate a mix of porous concrete, pervious asphalt, pervious pavers, grass/gravel pavers, and crushed stone, into the landscape plan and design of surface parking areas as functionally appropriate. **LU-15:** The Proposed Project shall employ rooftop BMPs for filtering and/or capturing stormwater in order to contribute toward the reduction of small storm events peaks and the overall runoff volume via inter-event evaporation and transpiration. Rooftop BMPs incorporated into the project design include planters and landscaping on the rooftop portion of the new parking structures, and hanging planters along the parking building tiers and along the Riverside Drive mall elevation. **LU-16:** The Proposed Project shall employ media filtration to separate and filter fine particulates and associated pollutants from captured		1. Pre-construction 2. Department of City Planning 3. Department of Building and Safety 1. Pre-construction 2. Department of City Planning 3. Department of Building and Safety 1. Pre-construction 2. Department of City Planning 3. Department of Building and Safety

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administered by the Los Angeles County Metropolitan Transportation Authority (MTA) and the Air Quality Management Plan (AQMP) administered by the South Coast Air Quality Management District (SCAQMD). Because the Proposed Project is consistent with the RCP and growth forecasts, the Proposed Project is consistent with these other regional programs. Both the AQMP and the CMP include additional policy statements that are directed toward achieving physical reductions in air pollutant emissions and traffic congestion, and those aspects are considered separately under the technical analysis related to air quality and traffic.	stormwater.		
	LU-17: The Proposed Project shall provide bicycle racks at a ratio of 2% of the total number of parking spaces on-site, as well as lockers, changing rooms and showers inside the shopping center. A minimum of 20 additional bicycle spaces (in racks) would be provided at multiple locations through out the site. Four showers (two per each gender) would be provided in a dedicated shower facility area. Lockers would be provided in conjunction with the shower facilities.		1. Pre-construction 2. Department of City Planning 3. Department of Building and Safety
Land Use Compatibility. *Type and Intensity of Use.* The Proposed Project involves an addition of commercial retail/restaurant uses that are consistent with those that already occur at the project site. At buildout, the floor area ratio of the shopping center would be approximately 1.13:1, and would be substantially less than the permitted 1.5 FAR.	**LU-18:** The Proposed Project shall designate an area for recyclable collection and storage that is appropriately sized and located in a convenient area to serve mall tenants. As appropriate, the Fashion Square Mall Association shall implement the use of cardboard balers, aluminum can crushers, recycling chutes and other waste management technologies to further enhance and manage a recycling program at the shopping center.		1. Pre-construction 2. Department of City Planning 3. Department of Building and Safety
Development of the Proposed Project at the existing Fashion Square shopping center would not physically disrupt, divide or isolate existing land uses in the project area or encroach	**LU-19:** The Proposed Project shall install carbon monoxide and airflow measurement equipment that would transfer the information to the HVAC system and/or Building Automation System to trigger corrective action, if		1. Pre-construction 2. Department of City Planning 3. Department of Building and Safety

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upon residential uses, nor physically alter the overall character of the area. Several of the PDFs serve to bring about a more cohesive development within the project site that affords improved access and linkages with the surrounding community and integrates visually with future green streets and a pedestrian-friendly environment. Adjacent residential land uses would not be altered or physically disrupted due to the development of the Proposed Project. *Hours of Operation.* The operational characteristics of the Proposed Project will be similar to those operational characteristics currently observed with existing commercial retail and restaurant operations. A CUP is requested to deviate from the standard allowable hours of operation (7:00 a.m. to 11:00 p.m.) to permit certain uses from 5:30 a.m. to 12 midnight, consistent with the request for hours of operation overall for the shipping center. *Consumption of Alcoholic Beverages.* The sale and consumption (restricted to on-site) of alcoholic beverages in association with restaurant uses at the shopping center would not detrimentally affect nearby residential or school uses, and impacts would be less than significant.	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.		

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Construction Activities. Construction of the Proposed Project would result in temporary disturbances associated with noise, localized air quality, aesthetics and traffic, which as a result may adversely impact surrounding land uses. Because of the precautions that would be taken to coordinate construction activities, potential land use compatibility impacts during the construction phase would be less than significant. **Urban Decay.** While the Proposed Project may add some new competitive retail and restaurant facilities to the regional market area, there would be no reasonable likelihood that the operation of the Proposed Project would result in significant adverse economic competition within the regional market area to the degree that this competition would lead to urban decay.			
NOISE			
Construction (Short-Term) Noise. Construction of the Proposed Project would result in temporary increases in ambient noise levels in the project area on an intermittent basis including to nearby residents. The highest noise levels are expected to occur during the grading/excavation and finishing phases of construction. Construction activity could potentially increase	**N-1:** The City of Los Angeles Noise Ordinance has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise sensitive land uses. Regarding construction, the LAMC indicates that no construction or repair work shall be performed between the hours of 9:00 p.m. and 7:00 a.m. the following day,	**Construction.** Mitigation Measure N-3 would reduce construction noise levels by 3 dBA, and Mitigation Measure N-6 would reduce construction noise levels by approximately 10 dBA. The noise disturbance coordinator (Mitigation Measure N-11) would ensure that noise complaints would be resolved. The other Mitigation Measures (N-4,	1. Construction 2. Department of Building and Safety 3. Department of Building and Safety

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ambient noise levels at multi-family residences on Riverside Drive by 15.3 dBA without mitigation measure. Construction activity could also potentially increase the ambient noise level at Notre Dame High School by 3.4 dBA without mitigation measure. Construction noise levels would exceed the 5-dBA incremental increase significance threshold and, as such, would result in a significant construction impact without implementation of mitigation measures. Sensitive receptors located north, east, and west of the project site would also experience increases in ambient noise levels due to construction activity. However, these increases would be less than those presented for the multi-family residences along Riverside Drive due to distance and building attenuation (e.g., the multi-family residences along Riverside Drive would act as a noise barrier to the residential buildings behind them). **Operational (Long-Term) Noise.** The predominant operational noise source for the Proposed Project is vehicular traffic. During the weekday, the greatest project-related noise increase would be 0.4 dBA CNEL and would occur along Riverside Drive between Hazeltine and Woodman Avenues. Weekday roadway noise	since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, apartment or other place of residence. 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. 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. **N-2:** The Proposed Project will include certain features to reduce exposure of sensitive receptors to operational noise. For example, mechanical equipment would be enclosed or located on roofs, and	N-5, and N-10) would assist in attenuating construction noise levels. Should pile driving be necessary, Mitigation Measures N-8 and N-9 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. Construction noise level increases with mitigation at the multi-family residences on Riverside Drive would be less than 5 dBA. As such, construction noise would result in a less than significant impact with mitigation incorporated. **Operational.** The project-related operational noise would result in a less than significant impact and no mitigation is necessary. **Vibration.** The project-related operational ground-borne vibration would result in a less than significant impact.	1. Pre-construction, Construction 2. Department of Building and Safety 3. Department of Building and Safety

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levels attributed to the Proposed Project would increase by less than the 3 dBA CNEL significance threshold at all analyzed segments. During the weekend, 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. The Proposed Project would result in a less than significant mobile noise impact.	mechanical equipment noise would not increase ambient noise levels by more than 5 dBA at off-site locations. In addition, the new loading docks would be located behind mall structures and away from sensitive receptors. As a result, activity associated with the new loading docks would not increase ambient noise levels by 5 dBA or more at the nearest sensitive receptors (e.g. residences on Riverside Drive).		
Roof-Top and Mechanical Equipment. 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. 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 with mitigation construction screen.	**N-3:** All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.		1. Pre-construction, Construction 2. Department of Building and Safety 3. Department of Building and Safety
	N-4: Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).		1. Pre-construction, Construction 2. Department of Building and Safety 3. Department of Building and Safety
	N-5: Equipment staging areas shall be located on the southern portion of the project site, as far as possible from multi-family residences on Riverside Drive.		1. Pre-construction, Construction 2. Department of Building and Safety 3. Department of Building and Safety
Parking Facilities. The Proposed Project would include a six-level	**N-6:** During phase 2 parking structure construction and phase 3 demolition and excavation of the tunnel area, temporary sound barriers (not to exceed a maximum height of ten feet) capable of achieving sound attenuation of at least 10 dBA (e.g., sound attenuation blanket) shall be		1. Pre-construction, Construction 2. Department of Building and Safety 3. Department of Building and Safety

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parking structure located south of the existing Macy's parking lot. This parking structure would be located approximately 300 feet south of the nearest sensitive receptor (i.e. residences on Riverside Drive). Noise sources associated with the parking structure include vehicle movement, slamming doors, and car alarms. The monitored noise levels along the portion of Riverside Drive in front of the residential land uses are 66.2 and 68.3 dBA Leq. Adding parking-related noise (i.e., 63 dBA Leq) to the existing noise level along Riverside Drive would increase the existing noise levels by less 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. 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. Based on distance attenuation and the existing ambient noise level at the nearest sensitive receptor, the resulting noise level would be 68.1 dBA Leq, 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.	constructed, such that the line-of-sight is blocked from active construction areas to residential land uses on Riverside Drive. **N-7:** Construction workers shall be required to park at designated locations and shall be prohibited from parking on nearby residential streets. **N-8:** Pile drivers shall be shrouded with acoustically absorptive shields capable of reducing noise by at least 9 dBA at all times during pile driving operations. **N-9:** Pile driving activity shall be scheduled for times that have the least impact on adjacent sensitive receptors. **N-10:** Consistent with previous Conditions of Approval, all residential units located within 2,000 feet of the construction site shall be sent a notice regarding the construction schedule of the Proposed Project. A sign, legible at a minimum distance of 50 feet, shall also be posted at the construction site. All notices and signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints. **N-11:** A "noise disturbance coordinator" shall be established. The		1. Construction 2. Department of Building and Safety 3. Department of Building and Safety 1. Pre-construction, Construction 2. Department of Building and Safety 3. Department of Building and Safety 1. Pre-construction, Construction 2. Department of Building and Safety 3. Department of Building and Safety 1. Pre-construction, Construction 2. Department of Building and Safety 3. Department of Building and Safety 1. Pre-construction, Construction 2. Department of Building and Safety

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Loading Docks and Truck Access Areas. 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). Operational noise levels would not change substantially along the Riverside Drive frontage. The Proposed Project would result in a less than significant operational noise impact due to loading dock operations. **Vibration.** 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 the 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. Vibrations levels at the adjacent sensitive receptors would not exceed the potential building damage thresholds of 0.5 per second PPV. Construction-related vibration associated with the Proposed Project would result in a less than significant impact. Operation of the Proposed Project would not include significant stationary sources of ground-borne vibration, attributable to heavy	disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs, legible at a distance of 50 feet, posted at the construction site shall list the telephone number for the disturbance coordinator.		3. Department of Building and Safety

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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.			
PUBLIC SERVICES: FIRE SERVICES			
Fire Flow. Based on a review of the Proposed Project land uses, the LAFD has indicated that a fire flow of 9,000 gallons per minute (gpm) from any 4 to 6 hydrants on the same block flowing simultaneously is required. A minimum residual water pressure of 20 pounds per square inch (psi) must remain in the system while the required fire flow is being delivered. Due to the adequacy of existing fire flow, and that the Proposed Project would not alter fire flow requirements at the project site due to a change in use, upgrades to the fire flow system are not anticipated. The Proposed Project will result in a less than significant impact to fire flow capacity and fire protection services.	**PSF-1:** The Proposed Project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, which is an element of the General Plan of the City of Los Angeles (CPC 19708).	The implementation of the identified standard conditions of approval and project design features (incorporated into the Mitigation Program) reduce all potential Proposed Project and cumulative impact to less than significant levels.	1. Pre-construction 2. Department of Building and Safety 3. LAFD, Department of Public Works-Bureau of Engineering, Department of Building and Safety
Fire Protection Facilities and Service. The project site is currently developed and is considered to be adequately served by LAFD services.	**PSF-2:** In accordance with the City of Los Angeles building permit review process, definitive plans and specifications shall be submitted to the Fire Department and any requirements for necessary permits shall be satisfied prior to commencement and/or occupation of any portion of the Proposed Project. Typical site plan and building permit requirements would include, but not be limited to, the following: • All first story portions of any habitable building shall be within 300 feet of an approved fire hydrant.		1. Pre-construction, Construction 2. Department of Building and Safety 3. LAFD, Department of Public Works-Bureau of Engineering, Department of Building and Safety

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The Proposed Project would install an automatic fire sprinkler system and two electric/emergency driven fire pumps with a combined capacity of 1,250 gallons per minute. Proposed Project impacts to vehicular traffic would also be less than significant after mitigation. Thus, the Proposed Project would not significantly impact response times. Existing fire protection services are considered to be adequate at the project site, and with the incorporation of the PDFs, the Proposed Project will not necessitate new additional fire station facilities or personnel. Therefore, the Proposed Project will result in a less than significant impact to fire protection facilities and services. **On-Site Fire Safety Design and Operations.** The current site design includes a proposed fire/emergency vehicle lane along the southern property boundary, extending from Woodman Avenue to Hazeltine Avenue via Fashion Square Lane. Preliminary discussions with the LAFD indicate acceptable circulation for emergency vehicles and fire protection with this design. The Proposed Project would not result in a significant impact on fire department access to the proposed site or adjacent properties.	• A building smoke alarm system designed to detect any smoke in the building's air- handling systems shall be installed. The system shall cause an alarm to be announced at the central fire control station. • A fire alarm system shall be installed which uses a dependable method of sounding a fire alarm throughout the building. • All decorative landscaping surrounding project structures shall use fire-resistant plants and materials. • Brush in the area adjacent to proposed development shall be cleared or thinned periodically by the applicant under supervision of the LAFD. • New fire hydrants and/or top upgrades to existing fire hydrants shall be installed in accordance with the Los Angeles Fire Code. • Adequate public and private fire hydrants will be required. The number and location of these hydrants will be determined by the Fire Department after review of the Plot Plan. • Access for Fire Department apparatus and personnel to and into all structures shall be required. • At least two different ingress/egress roads for each area, that will accommodate major fire apparatus and provide for major evacuation during emergency		

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Consistency with Applicable Plans and Polices. The Proposed Project is consistent with the fire protection services related goals, objectives and policies because the project either directly contributes toward the furtherance of those policies (i.e., as through physical site improvements) or indirectly supports those policies by not creating obstacles for their realization (i.e., such as remaining consistent with land use goals). The Proposed Project will result in a less than significant impact to fire protection services in the project area since it will not create conflicts with policies and programs supporting the provision for adequate and comprehensive fire and life safety services.	situations shall be required. • Fire lanes, where required, and dead-ending streets should terminate in a cul-de-sac or other approved turning area. No dead-ending street or fire lane should be greater than 700 feet in length or secondary access shall be required. • Construction of public or private roadways in the proposed development shall not exceed 15 percent in grade, unless otherwise approved. • No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane, unless otherwise approved. • Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width. • Additional vehicular access may be required by the Fire Department where buildings exceed 35 feet in height. • Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the Fire Department. • The Project shall utilize standard cut-corners on all turns, if		

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	applicable. • Fire Department access shall remain clear and unobstructed during demolition. • If applicable, fire lanes and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required. • If applicable, where access for a given development requires accommodation of Fire Department apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional six feet of clear space must be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface on the roadway. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet. • Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot, unless otherwise approved.		
	PSF-3: Fashion Square Lane will be		1. Pre-construction

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	reconfigured and improved to provide a minimum of two unobstructed vehicle travel lanes (one per each direction) for its entire length along the south edge of the shopping center from Hazeltine Avenue to Riverside Drive. This fire lane shall be unobstructed except for the connection from the existing west parking structure to the new mall. However, this limited area shall have a minimum vertical clearance of 17 feet.		2. Department of Building and Safety 3. LAFD, Department of Public Works-Bureau of Engineering, Department of Building and Safety
	PSF-4: New Proposed Project buildings, including parking structures, shall be fully sprinklered.		1. Pre-construction, Construction 2. Department of Building and Safety 3. LAFD, Department of Public Works-Bureau of Engineering, Department of Building and Safety
PUBLIC SERVICES: POLICE SERVICES			
Police Protection Facilities and Service. The Proposed Project may generate the need for an additional 0.9 officers. However, current response times in the Van Nuys area are consistent with City-wide averages, thus additional staffing for this division is currently deemed unwarranted by the LAPD. Incorporation of on-site safety design and operational features, such as on-site private security officers, security cameras, security lighting, and design features which will reduce the demand for police protection at the site, would offset this service need. The Proposed	**PSP-1:** All businesses within the development desiring to sell or allow consumption of alcoholic beverages will require licensing through Alcohol and Beverage Control and approval by the LAPD.	Implementation of the identified standard conditions of approval, project design features and recommended mitigation measures reduce all potential Proposed Project and cumulative impacts to less than significant levels.	1. Pre-construction 2. LAPD 3. LAPD
	PSP-2: The Proposed Project Landscape Plan will incorporate wall-hugging vines and bamboo screening as CPTED strategies which function as graffiti deterrents, minimization of hidden spaces, and creation of more open area for natural surveillance.		1. Pre-construction, Occupancy 2. LAPD 3. LAPD
	PSP-3: The Proposed Project shall		1. Occupancy

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Project will result in a less than significant impact to police protection.	be maintained as a closed mall campus with controlled access points and operational hours.		2. LAPD 3. LAPD
Crime Rates and Potential Demand for Service. Retail land uses similar to the Proposed Project typically result in police response calls for retail burglaries, vehicle burglaries, damage to vehicles, traffic-related incidents, and crimes against persons. Because the Proposed Project will increase the use intensity of the site and contribute to additional traffic on local roadways, an increase in the number of reported crimes can be anticipated. The Proposed Project includes numerous on-site design and operational strategies (such as more efficient parking and access configurations, nighttime security lighting, on-site security patrol, etc.) that will enhance public safety and incorporate CPTED strategies, which in turn minimize the risk for criminal activity. The Proposed Project includes a request for a Conditional Use Permit (CUP) to allow the on-site sale and consumption of alcoholic beverages (CUB) in association with up to approximately 40,000 GLSF of new restaurant uses (and up to 28,000 GLSF that would serve alcohol) to be located within, but incidental to, the shopping center use. Approval of the requested CUB would be based on a finding that the Proposed Project	**PSP-4:** The Proposed Project shall result in the addition of more building access points that will improve public access and circulation throughout the mall and minimize walking distances from remote parking areas, thereby improving opportunities for CPTED principals that employee natural access control, natural surveillance and territorial reinforcement features.		1. Pre-construction 2. LAPD 3. LAPD
	PSP-5: The Proposed Project shall provide organized roving security patrol, video surveillance, and security lighting to ensure the safety and security of patrons, tenants and employees.		1. Pre-construction, Occupancy 2. LAPD 3. LAPD
	PSP-6: The Proposed Project includes reconfiguration of Fashion Square Lane to provide a minimum of two unobstructed vehicle travel lanes (one per each direction) through its entire length of along the south edge of the project site adjacent to proposed structures affording maximum accessibility for emergency service personnel and vehicles.		1. Pre-construction 2. LAPD 3. LAPD
	PSP-7: The Proposed Project shall provide sufficient off-street parking for all building employees and anticipated patrons and visitors,		1. Pre-construction 2. LAPD 3. LAPD

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would not result in an undue concentration of uses which dispense alcoholic beverages. Because the restaurants would be primarily family-style, incidental to the shopping center, and located indoors, the potential for crimes associated with public drunkenness and disorderly conduct is considered to be less than significant.	thereby minimizing the potential for parking conflicts on off-site locations and providing parking within a controlled environment that can be monitored by on-site patrol and surveillance operations.		
On-Site Safety Design and Operations. The Proposed Project incorporates design and operational measures that will reduce the demand on police facilities and services by addressing crime concerns on the "front end" within the project site. Specifically, the Proposed Project incorporates many Crime Prevention Through Environmental Design (CPTED) strategies that address natural access control, natural surveillance, and territorial reinforcement. The Proposed Project will provide organized roving security patrol, video surveillance, and security lighting that will improve safety and help reduce potential impacts to LAPD services by serving as a first level of enforcement and as a deterrent. It is anticipated that these deterrents will affect the site perimeter and adjacent areas enhancing the overall public safety in the immediate vicinity.	**PSP-8:** Directional and security lighting will be required for safety purposes. Through a new plan, lighting can enhance safety along the Riverside Drive and Hazeltine Avenue frontages and add to the perceived security of the neighborhood in general. Lighting would be incorporated into the streetscape environment at several levels, including the use of bollards, wall reveals, seating areas, and crosswalks. The use of plaza strip lighting will afford additional security lighting but with a park-like feel and without significant light intrusion to the surrounding neighborhood.		1. Pre-construction 2. LAPD 3. LAPD
	PSP-9: Incorporate into the plans the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of		1. Pre-Construction, Occupancy 2. LAPD 3. LAPD
The Proposed Project includes			

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reconfiguration of Fashion Square Lane to provide a minimum of two unobstructed vehicle travel lanes (one per each direction) through its entire length of along the south edge of the project site adjacent to proposed structures affording maximum accessibility for emergency service personnel and vehicles. In addition, the Proposed Project will provide sufficient off-street parking for all building employees and anticipated patrons and visitors, thereby minimizing the potential for parking conflicts on off-site locations and providing parking within a controlled environment that can be monitored by on-site patrol and surveillance operations. The surrounding residential community is concerned that project patrons may park along adjacent off-site streets, including within residential neighborhoods to the north, for convenience. A key goal of the Proposed Project is to provide a more convenient and efficient access and internal circulation system within the project site, and to provide convenient parking options. It is anticipated that the access, circulation and parking enhancements will provide sufficient incentive for patrons to park on-site at the Fashion Square shopping center. Further, several measures to address pass-through traffic, neighborhood	security guard patrol throughout the project site if needed. Please refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213) 485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits. **PSP-10:** Elevators, lobbies, and parking areas shall be well illuminated and designed with minimum dead space to eliminate areas of concealment. **PSP-11:** The Project Applicant shall consult with the LAPD Crime Prevention Unit on any additional crime prevention features appropriate to the design of the Proposed Project, and shall incorporate such measures to the extent feasible and practical. **PSP-12:** Upon completion of the Proposed Project, the Fashion Square Mall Association shall provide the Van Nuys Division Commanding Officer with a diagram of each portion of the property, including access routes and additional information that might facilitate police response.		1. Pre-construction, Occupancy 2. LAPD 3. LAPD 1. Pre-construction 2. LAPD 3. LAPD 1. Occupancy 2. LAPD 3. LAPD

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protection and traffic calming (such as restricted access to Matilija Avenue from Riverside Drive) are proposed to address project traffic. The neighborhood protection plan will provide additional disincentive to park in adjacent neighborhoods to the north of the project site. As a result, vehicle enforcement concerns due to the project are anticipated to be less than significant.			
Consistency with Applicable Plans and Polices. The Proposed Project is consistent with the police services related goals, objectives and policies because the project either directly contributes toward the furtherance of those policies (i.e., as through physical site improvements) or indirectly supports those policies by not creating obstacles for their realization (i.e., such as remaining consistent with land use goals). The Proposed Project will result in a less than significant impact to police services in the project area since it will not create any conflicts with policies and programs supporting the provision for adequate police protection services.			
PUBLIC UTILITIES: SOLID WASTE			
The project is anticipated to generate solid waste during both construction and operational activities at the project site. Construction waste would be	**PU-1:** The Proposed Project shall comply with the Countywide Integrated Waste Management Plan and meet targeted waste stream	With compliance of applicable standard conditions and implementation of the project design features (including attaining LEED	1. Construction 2. Department of Public Works, Integrated Solid Waste Management Office

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ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	1. MONITORING PHASE 2. MONITORING AGENCY 3. ENFORCEMENT AGENCY
short-term and represents a one-time generation of waste while operation waste will be long-term and ongoing for the life of the shopping center. Both scenarios are discussed below. **Construction Waste.** Construction waste includes waste from both the demolition and construction processes. During construction activities, a considerable portion of both demolition and construction materials while be recycled and used either in on-site construction and/or hauled off-site for recycling, therefore reducing waste materials being transported to landfills serving the project area. Given the amount of remaining landfill capacity and the recycling measures to be used during construction of the project, demolition and construction activities associated with the Proposed Project are anticipated to result in a less than significant solid waste impact. **Operational Waste.** The Proposed Project would result in an increase of solid waste generation during its operation. The shopping center total development is anticipated to result in approximately 4,739 pounds of solid waste per day, an increase of approximately 1,921 pounds per day of solid waste. The Proposed Project would result in a less than significant solid waste impact due to the need for	reduction requirements as provided in the plan. **PU-2:** The Proposed Project shall develop and implement a construction waste management plan (CWMP) that identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or commingled. A minimum of 50% of the construction and demolition debris (exclusive of excavated soils and organic debris) shall be recycled and/or salvaged. Excavated/exported soil shall be transferred off-site as clean fill rather than landfilled. Organic landclearing debris (i.e., trees to be removed) shall be processed as greenwaste. The CWMP include measures for the recycling cardboard, metal, brick, acoustical tile, concrete, plastic, clean wood, glass, gypsum wallboard, carpet and insulation and other similar materials used during the construction phase. The CWMP shall designate a specific area(s) on the construction site for segregated or commingled collection of recyclable materials, and track recycling efforts throughout the construction process. The CWMP shall identify construction haulers and recyclers to handle the designated materials. Consistent with the intent to minimize waste, the CWMP shall also establish a minimum project goal of 10% (post-consumer	certification), which have been incorporated into the Mitigation Program, the Proposed Project would result in a less than significant solid waste impact and would be served by a permitted landfill with sufficient capacity.	3. Department of Public Works, Integrated Solid Waste Management Office 1. Pre-construction, Construction 2. Department of Public Works, Integrated Solid Waste Management Office 3. Department of Public Works, Integrated Solid Waste Management Office

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ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	1. MONITORING PHASE 2. MONITORING AGENCY 3. ENFORCEMENT AGENCY
additional solid waste collection routes. The Proposed Project will comply with all applicable federal, state, and local laws and regulations related to solid waste generation, collection and disposal. The Proposed Project will result in a less than significant solid waste impact since it will achieve compliance with solid waste regulations or conflicts with applicable solid waste plans and regulations. The Proposed Project would result in a less than significant solid waste impact and would be served by a permitted landfill with sufficient capacity.	and ½ pre-consumer) for recycled content construction materials and identify material suppliers that can achieve this goal. During construction, the developer shall ensure that the specified recycled content materials would be installed. The CWMP shall also establish a project goal (10% minimum) for locally sourced construction materials and would identify materials and material suppliers that can achieve this goal. During construction, the developer shall ensure that the specified local materials would be installed and quantify the total percentage of local materials installed.		
	PU-3: The Proposed Project shall designate an area for recyclable collection and storage that is appropriately sized and located in a convenient area to serve mall tenants. As feasible, the Fashion Square Mall Association shall employ cardboard balers, aluminum can crushers, recycling chutes and other waste management technologies to further enhance and manage a recycling program at the shopping center.		1. Pre-construction 2. Department of Public Works, Integrated Solid Waste Management Office 3. Department of Public Works, Integrated Solid Waste Management Office
	PU-4: The Proposed Project shall be designed, built and operated in a manner consistent with the requirements to achieve LEED certifiable. The Proposed Project will implement a variety of design and		1. Pre-construction, Construction, Occupancy 2. Department of Public Works, Integrated Solid Waste Management Office 3. Department of Public Works,

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ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	1. MONITORING PHASE 2. MONITORING AGENCY 3. ENFORCEMENT AGENCY
	operational features, including waste recycling and stream reduction programs, to achieve LEED certifiable.		Integrated Solid Waste Management Office
TRAFFIC, CIRCULATION AND ACCESS			
Construction Activity. During the construction phase, traffic would be generated by activities including construction equipment, crew vehicles, haul trucks and trucks delivering building materials. The City of Los Angeles will approve specific haul routes for the transport of materials to and from the site during demolition and construction. During the construction phase, local traffic may experience a temporary increase as additional construction-related trips (comprised of commuting construction personnel and haul trucks) would be added to the area in addition to traffic generated by the existing retail uses. Because a construction traffic and interim traffic control plan will be in force, and because the temporary increase and disruption to the local traffic area due to construction activity would be short-term and not permanent, the resulting impact to traffic would be less than significant with implementation of the traffic control plans and City's approval of the haul routes.	Construction **TRF-1:** In accordance with LAMC Section 91.70067, hauling of construction materials shall be restricted to a haul route approved by the City. The City of Los Angeles will approve specific haul routes for the transport of materials to and from the site during demolition and construction. This process includes a public hearing and opportunities for the public to comment on the proposed route.	The traffic analysis evaluated potential project-related impacts at 18 intersections and two street segments. Application of the City's threshold criteria to the "With Proposed Project" scenario indicates that six of the 18 study intersections are anticipated to be significantly impacted by the Proposed Project during the weekday conditions. Incremental but not significant impacts are noted at the remaining 12 study intersections, as well as at the two local residential street segments evaluated in the analysis. During the Saturday mid-day peak hour at six study intersections located immediately adjacent to the project site, four of the seven study intersections are anticipated to be significantly impacted by the Proposed Project during the weekend conditions. Incremental but not significant impacts are noted at the remaining three study intersections. For both weekday and weekend conditions, it is recommended that the significant transportation impacts be mitigated through a contribution by the project to the City of Los Angeles' Adaptive Traffic Control System (ATCS)	1. Pre-construction, Construction 2. Department of Building and Safety, Department of Public Works-Bureau of Street Services 3. Department of Building and Safety, Department of Public Works-Bureau of Street Services
Long-Term Operation. During the	**TRF-2:** Prior to obtaining a demolition and/or grading permit, the Project Applicant shall prepare a Construction Traffic Control Plan (Construction TCP) for review and approval by the LADOT. The Construction TCP shall include the designated haul route and staging area, traffic control procedures, emergency access provisions, and construction crew parking to mitigate the traffic impact during construction. The Construction TCP will identify a designated off-site parking lot at which construction workers will be		1. Pre-construction 2. LADOT 3. LADOT

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ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	1. MONITORING PHASE 2. MONITORING AGENCY 3. ENFORCEMENT AGENCY
weekdays, the Proposed Project is expected to generate a net increase of 95 vehicle trips (58 inbound trips and 37 outbound trips) during the A.M. Peak Hour; a net increase of 476 vehicle trips (229 inbound trips and 247 outbound trips) during the P.M. Peak Hour; and a net increase of 4,964 daily trip ends (2,482 inbound trips and 2,482 outbound trips) during a typical weekday. Traffic volumes expected to be generated by the Proposed Project during the Saturday mid-day include a net increase of 632 vehicle trips (329 inbound trips and 303 outbound trips) during the Saturday mid-day peak hour. Over a 24-hour period, the Proposed Project is forecast to generate a net increase of 6,252 daily trip ends during a typical Saturday (3,126 inbound trips and 3,126 outbound trips). The "With Proposed Project" scenario indicates that the Proposed Project is expected to create potentially significant impacts at six of the 18 study intersections during the weekday peak hours and at four of the seven adjacent study intersections during the weekend peak hours. Potentially significant impacts would occur at the following seven study intersections: Int. No. 1: Van Nuys	required to park. <u>Long-Term Operational</u> **MM TRF-3:** The Proposed Project shall comply with Section 12.26 J of the Los Angeles Municipal Code for purposes of implementing a Transportation Demand Management (TDM) plan. The following outlines the minimum measures that the project will undertake in compliance with the Code section. • Employee Transportation Center and Transportation Coordinator. The project shall designate an area within the building to be the Transportation Center. The Employee Transportation Center shall be maintained by the center's Transportation Coordinator, who will be employed by Westfield. The Transportation Coordinator will assist employees in seeking out and arranging for commute alternatives. This includes carpool and vanpool formation, assisting employees with planning trips to work via bus, and locating bike or walking routes to work. The Employee Transportation Center shall provide a bulletin board, display case, or kiosk displaying transportation information where the greatest number of employees are likely to see it. The transportation information displayed should	installation. In addition, at the Woodman Avenue/Riverside Drive intersection, it is recommended that the southbound Woodman Avenue approach to the Riverside Drive intersection be reconfigured to provide one left-turn lane, two through lanes and one optional through/right-turn lane. These recommended mitigation measures are anticipated to reduce the forecast project-related significant impacts to less than significant levels. While not specifically required for traffic mitigation purposes, it is also recommended that, as part of the Proposed Project, two new traffics signal would be installed at the two new driveway intersections of Riverside Drive to enhance traffic safety and reduce wait times. Parking utilization observations conducted at the site during the 2005 and 2006 holiday shopping periods revealed that the demand for parking peaked at a ratio equivalent to 4.03 parking spaces per 1,000 GLSF (observed at 4:00 P.M. on December 26). Parking provided at a reduced shared parking rate of up to 4.5 parking spaces per 1,000 GLSF is expected to be adequate to accommodate peak parking demands during the December holiday season, as well as throughout the year for the Proposed Project.	1. Pre-construction, Construction 2. LADOT 3. LADOT

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ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	1. MONITORING PHASE 2. MONITORING AGENCY 3. ENFORCEMENT AGENCY
Boulevard/Riverside Drive Int. No. 4: Tyrone Avenue/ Moorpark Street Int. No. 7: Hazeltine Avenue/ Riverside Drive Int. No. 8: Hazeltine Avenue/ Fashion Square Lane Int. No. 12: Woodman Avenue/ Riverside Drive Int. No. 13: Woodman Avenue/ US 101 Westbound Ramps Int. No. 15: Woodman Avenue/ Moorpark Street These potential impacts would be reduced to a less than significant level with the incorporation of the recommended mitigation measures. One key mitigation measure focuses on State funding for the installation of LADOT's Adaptive Traffic Control System (ATCS) at a number of the study intersections. ATCS provides real time control of traffic signals and the funding provided by the project includes additional loop detectors, closed-circuit television, an upgrade in the communications links, and a new generation of traffic control software. The Proposed Project proposed installation of a traffic signal at the two new driveways on Riverside Drive. These traffic signals would facilitate vehicular movements to and	include, but is not limited to, the following: ○ Current routes and schedules for public transit serving the site; ○ Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations; ○ Ridesharing promotion material supplied by commuter-oriented organizations; ○ Regional/local bicycle route and facility information; and ○ A listing of on-site services or facilities which are available for carpoolers, vanpoolers, bicyclists, and transit riders. • Preferential Parking Spaces. The project will provide designated parking areas for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s). The spaces shall be signed and striped sufficient to meet the employee demand for such spaces. The carpool/vanpool parking area shall be identified on the driveway and circulation plan upon application for a building permit. • Bicycle Parking Spaces. Bicycle parking shall be provided in conformance with Section 12.21 A 16 of the Los Angeles Municipal Code. The project will provide safe		

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ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	1. MONITORING PHASE 2. MONITORING AGENCY 3. ENFORCEMENT AGENCY
from the project site, particularly in consideration of the revised internal circulation. **Street and Freeway Capacity** *Neighborhood Street Segment Analysis.* The Proposed Project daily trips will incrementally affect traffic volumes on Ranchito Avenue and Matilija Avenue, north of Riverside Drive; however, application of LADOT's threshold criteria for local residential street segment analysis indicates that the Proposed Project is not anticipated to significantly impact the analyzed street segment. *Congestion Management Program Traffic Impact Assessment.* Because the Proposed Project does not contribute more trips that established by the CMP thresholds, and because significant impacts are not triggered at any of the designated CMP intersections, no further review of potential impacts to intersection and highway monitoring locations that are part of the CMP system is required.	and convenient access from the external circulation system to bicycle parking facilities on-site. • Carpool/Vanpool Loading Area. The project shall provide a safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area. • Pedestrian Access. The project shall provide sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to the center. • Transit Stop Enhancements. In coordination with LADOT and the Department of City Planning, the project will consult with local bus service providers in determining appropriate improvements to transit stops, such as installation of benches, shelters, and schedule information.		
Project Access and Neighborhood Intrusion. The Proposed Project includes an improved Riverside Drive entrance which will provide for better circulation along Riverside Drive and within the shopping center, including direct access to the parking structures. The Proposed Project is designed to	**TRF-4:** The Project Applicant shall seek LADOT approval to install two new traffic signals at the two new Riverside Drive driveways to facilitate vehicular movements to and from the project site. **TRF-5:** The Project Applicant shall install a pedestrian crossing at the Riverside Drive/Matilija Avenue intersection.		1. Pre-construction 2. LADOT 3. LADOT 1. Construction 2. LADOT 3. LADOT

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ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	1. MONITORING PHASE 2. MONITORING AGENCY 3. ENFORCEMENT AGENCY
meet the access requirements of the City of Los Angeles Fire and Police Departments. Although adequate access from public streets will be provided with the Proposed Project, surrounding residents have expressed concern that Fashion Square patrons may nonetheless use adjacent residential streets as a "short cut" to access the shopping center. Measures to address pass-through traffic, neighborhood protection and traffic calming (such as restricted access to Matilija Avenue from Riverside Drive) are proposed to address project traffic. Neighborhood intrusion from pass-through traffic is anticipated to be less than significant with the proposed modifications to the Riverside Drive project driveway and the restricted access to Matilija Avenue. Although there is no anticipated significant increase in neighborhood intrusion from the project, the applicant is proposing to fund a Neighborhood Protection Plan. The plan will include funding for the study and implementation of any necessary measures such as speed humps, stop signs, and traffic collars to provide additional disincentive from driving through or parking in adjacent neighborhood north of the center.	**TRF-6:** In addition to the TDM measures described above that satisfy the requirements of Section 12.26 J, the Proposed Project shall voluntarily implement the following demand management services to further reduce vehicle trips and parking demand at the site: • Orange Line Shuttle. The project shall provide a shuttle service connecting the site to a nearby Orange Line station (e.g., Van Nuys Boulevard). This service could be provided by either the provision of a private shuttle or the funding of extended hours for the existing LADOT DASH line. The Orange Line shuttle would complement existing transit services (i.e., the LADOT DASH service) such that the shuttle would operate during hours when other public transit services connecting the site to the Orange Line are not available (e.g., evenings during the work week and certain weekend hours). The shuttle would operate during regular shopping center hours corresponding with periods of peak parking demand at the site (i.e., everyday during the holiday shopping period between November 15 and January 1, and every Saturday/Sunday throughout the year).		1. Pre-construction 2. LADOT 3. LADOT
	TRF-7: The Proposed Project		1. Pre-construction, Occupancy

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ADVERSE IMPACT	RECOMMENDED MITIGATION MEASURES	NET UNMITIGATED ADVERSE IMPACTS	1. MONITORING PHASE 2. MONITORING AGENCY 3. ENFORCEMENT AGENCY
Transit System. The Proposed Project is forecast to generate demand for 5 net new transit trips (3 inbound trips and 2 outbound trips) during the weekday AM peak hour and 23 net new trips (11 inbound trips and 12 outbound trips) in the weekday PM peak hour. Over a 24-hour period, the Proposed Project is forecast to generate a demand for 243 daily transit trips. It is anticipated that the existing transit service will adequately accommodate the project generated transit trips. As a result, the Proposed Project will result in a less than significant impact on existing or future transit services in the project area. **Parking.** The Proposed Project includes a request for shared parking across the entire shopping center site. The Proposed Project proposes to provide parking that is less than the number of parking spaces that would otherwise be required under Section 12.21.A.4 of the LAMC. Even with the requested parking ratio reduction, the Proposed Project would result in a substantial surplus in parking at the site during non-holiday periods (i.e., a minimum surplus of over 1,500 parking spaces during weekdays and over 1,400 parking spaces during weekends), based on the results of a parking demand study. For a weekday condition in December	applicant, in consultation with LADOT, shall fund the development and implementation of a Neighborhood Traffic Management Plan (NTMP) to address potential existing and future regional "cut-through" traffic on residential streets north of the project site, which may encompass the area generally bounded by Magnolia Boulevard to the north, Riverside Drive to the south, Hazeltine venue to the west and Woodman Avenue to the east. The following is a discussion of the sequential steps typically followed by LADOT in implementing the NTMP. • Deposit Funds. Prior to issuance of a Building Permit for the Proposed Project, the project applicant will be required to deposit funds in a separate account maintained by LADOT designated for use in funding the NTMP. The exact amount will be determined by LADOT and will reasonably cover the likely costs of the measures. • Stakeholders Meeting. Following establishment of the NTMP account, a group consisting of representatives from LADOT, the Council Office, and the residential community north of the project site will meet to discuss the goals, opportunities and constraints of the NTMP. As needed, follow-up meetings may be conducted with other City departments (Public Works, Fire		2. LADOT 3. LADOT

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(worst-case), the analysis indicates a peak demand for approximately 4,595 parking spaces at 1:00 P.M. which can be accommodated by the proposed supply of 5,148 spaces. The analysis also indicates a peak demand for 4,827 parking spaces at 2:00 P.M. for a weekend condition during the holiday season which can be accommodated by the proposed supply of 5,148 spaces. This includes parking of all employees on site. As demonstrated by the shared parking analysis, adequate parking will be provided with the Proposed Project and therefore impacts related to parking demand are less than significant and mitigation is not required. Although sufficient parking will be provided with the Proposed Project, surrounding residents have expressed concern that Fashion Square patrons may nonetheless park along adjacent off-site streets, including within residential neighborhoods to the north, for convenience. It is anticipated that the access, circulation and parking enhancements will provide sufficient incentive for patrons to park on-site at the shopping center. The neighborhood protection plan will provide additional disincentive to park in adjacent neighborhoods to the north of the project site. As a result, parking impacts to surrounding areas are	Department, Police Department, etc.). • Data Collection and Initial Plan Formulation. Based on the input received at the stakeholders meeting, LADOT will commence with conducting appropriate studies (traffic observations, traffic counts, vehicle speed surveys, accident research, commercial parking intrusion, etc.) to assess existing traffic conditions on the residential streets north of the project site. The studies will be based on studies conducted for the EIR as well as other studies deemed necessary by LADOT. Following collection of the data and based on their professional experience, LADOT will prepare for the stakeholders an initial NTMP for implementation prior to completion of the Proposed Project. • Neighborhood Concurrence. As some of the measures that may be recommended within the initial NTMP (e.g., installation of speed humps, implementation of permit parking districts) may, by LADOT policy, require majority or super-majority consent of affected property owners (at least two-thirds), LADOT will work with the stakeholders to survey the appropriate residents to determine if there is support to implement the specific measures.		

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anticipated to be less than significant. **Pedestrian Environment.** The Proposed Project includes improved Riverside Drive vehicle entrances that will provide for better circulation along Riverside Drive and within the shopping center and thereby also enhancing pedestrian circulation and safety. This improvement includes installation of two new traffic signals and an improved (safer) pedestrian crossing at the new consolidated shopping center driveway entrances. Pedestrian access to the Proposed Project would be available from the parking areas on the south side of the project and at one location along Riverside Drive through Bloomingdale's department store. Pedestrian access will also be facilitated from Riverside Drive by improved pedestrian walkways between parking areas internal to the project site. The Proposed Project impacts are already less than significant, and in fact improved to a beneficial level.	• Implementation and Follow-Up Studies. LADOT will implement the initial NTMP (including those measures authorized by the affected residents) prior to the completion of the Proposed Project. Following a reasonable period of time after opening of the Proposed Project, LADOT will meet with the stakeholders to review traffic experiences since the implementation of the NTMP and opening of the Proposed Project. As needed, additional review and studies may be conducted by LADOT based on the effectiveness of the initial NTMP and/or traffic and parking issues related to the shopping center. • Updated NTMP. Based on the follow-up studies, LADOT will present to the stakeholders their recommendations for an updated NTMP. Following review by the stakeholders, and with consent of the affected residents (if required), the updated NTMP will be implemented.		
Consistency with Applicable Plans and Polices. The Proposed Project is consistent with the transportation-related goals, objectives and policies because the project will either directly contribute toward the furtherance of those policies (e.g., as with the	**TRF-8:** To further alleviate potential inconvenience existing in the area which lead to non-project related cut-through traffic the Proposed Project shall install protected/permissive left-turn traffic signal phasing for Hazeltine Avenue at its intersection with Riverside Drive to improve		1. Pre-construction 2. LADOT 3. LADOT

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funding for implementation of the ATCS system at local intersections, a cost currently covered by the City through State-provided funds) or indirectly supports those policies through not creating obstacles for their realization (e.g., such as enhanced pedestrian and public transit orientation). The Proposed Project will result in a less than significant impact to transportation in the project area since it would not create any conflicts with policies and programs supporting public transit, alternative transportation modes, transportation systems and congestion management, and parking.	current safety and traffic flow at this intersection. **TRF-9:** The Project Applicant will prepare and implement an Interim Traffic Control Plan (TCP) during construction. The Interim TCP shall address interim traffic staging and parking for shopping center patrons that would continue to shop at the shopping center during the construction phase. To maintain the required parking and adequate access during the construction stage, the Proposed Project will include a plan to implement a number of strategies to temporarily address parking on the site and ensure safe and functional access. These strategies are anticipated to include the use of valet parking, stacked parking, shuttles from the eastern most parking lot, and if necessary off-site parking for employees.		1. Construction 2. LADOT 3. LADOT
	TRF-10: Prior to issuance of building permit, the Project Applicant shall contribute prorated funding for the installation of LADOT's Victory ATSAC system at the following seven intersections: (1) Van Nuys Boulevard/Riverside Drive; (2) Tyrone Avenue/Moorpark Street; (3) Hazeltine Avenue/Riverside Drive; (4) Hazeltine Avenue/Fashion Square Lane: (5) Woodman Avenue/Riverside Drive; (6) Woodman Avenue/US 101		1. Pre-construction 2. LADOT 3. LADOT

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	Westbound Ramps; and (7) Woodman Avenue/Moorpark Street.		
	TRF-11: Prior to project occupancy, the LADOT shall redesignate the curb lane on the southbound approach on Woodman Avenue to an optional through/right-turn lane so that the resultant lane configurations at the southbound approach will be one left-turn lane, two through lanes and one optional through/right-turn lane. If required by LADOT, the existing four-foot wide median island on the south leg of the intersection would be replaced by striping and/or lane delineators (e.g., two feet wide or less) so that additional width could be provided to the existing three southbound Woodman Avenue through lanes on the departure side of the intersection. The Project Applicant shall pay all expenses for these improvements.		1. Construction 2. LADOT 3. LADOT

I. SUMMARY

H. ALTERNATIVES

The Los Angeles Department of City Planning and the CEQA Guidelines (Section 15126.6) require that an EIR describe a "no project" alternative, and other reasonable alternatives that may potentially attain most of the basic project objectives and could possibly avoid or substantially lessen any of the significant environmental effects of the project. Based on the analysis of alternatives, an environmentally superior option must be designated. A complete analysis of project alternatives, including an explanation of alternatives considered but not evaluated, is provided in Section V: Alternatives of this DEIR and is summarized below.

The criteria for defining project alternatives was whether an alternative offered the potential to attain most of the basic objectives of the Proposed Project while potentially reducing or eliminating significant impacts compared to the Proposed Project. The selection of alternatives analyzed in the EIR focused on primarily reducing construction impacts (resulting in significant air quality impacts), and secondarily on those project elements for which a significant impact (although reduced to less than significant through mitigation) would occur, specifically those alternatives capable of reducing potential traffic, aesthetics and land use impacts.

Six alternatives, in addition to the Proposed Project, were evaluated, and an Environmentally Superior Alternative was identified. A comparison of the six alternatives relative to the Proposed Project is presented in the Alternatives Comparison Matrix on the following pages. The conclusions for each are summarized below.

Alternative A: No Project Alternative. The No Project Alternative assumes that no changes to the project site or existing structures would occur and the physical and operational conditions of the shopping center would remain as they are today. No expansion of commercial uses, landscaping and building façade enhancements, or improvements to the project site access and circulation would be implemented. This alternative satisfies the requirement in CEQA for a No Project Alternative comparison.

Implementation of the No Project Alternative would not result in new environmental impacts. Overall, the No Project Alternative would result in a reduced level of impact when compared to the Proposed Project. All of the significant and unavoidable impacts (i.e., short-term construction-related air quality) associated with the Proposed Project would be avoided under the No Project Alternative. The potential benefits of the Proposed Project (i.e., enhanced traffic flow and safety, and improved on-site access and pedestrian safety) would not be implemented either.

The No Project Alternative would not satisfy any of the Project objectives. Specifically, the No Project Alternative would not invigorate economic activity at the project site, would not provide circulation and access improvements that promote enhanced vehicular and pedestrian safety, would not enhance on-site aesthetics that could facilitate improved community linkages, and would not expand the range of services available to the community at this location. For these reasons, the No Project Alternative is not considered to be a feasible alternative to the Proposed Project.

Alternative B: Existing Entitlement Alternative. This alternative consists of build out in accordance with the existing entitlements (as approved in 1994) resulting in the construction of an additional 108,000 GLSF of new retail/restaurant commercial space in a two-story structure south of the existing mall and just southeast of the Bloomingdale's department store. This alternative was selected because it complies with the existing zoning and site plan approvals on the site without further discretionary entitlements and it accomplishes some of the project objectives by increasing the commercial intensity at the project site. The Existing Entitlement Alternative is a "reduced project" alternative representing approximately 40% of the square footage proposed (or a 60% reduction) under the Proposed Project.

Implementation of the Existing Entitlement Alternative would result in similar or reduced environmental impacts for most issue areas compared to the Proposed Project. While some of the impacts under this alternative may have somewhat less impacts relative to the Proposed Project, none of the significant and unmitigatable impacts are totally avoided. The significant and unavoidable impact (i.e., short-term construction-related air quality) associated with the Proposed Project would be reduced but would not be avoided under the Existing Entitlement Alternative.

The Existing Entitlement Alternative would not satisfy a majority of the project objectives. Specifically, the Existing Entitlement Alternative would not invigorate economic activity at the project site to the full extent of the Proposed Project, would not provide circulation and access improvements that promote enhanced vehicular and pedestrian safety, would not enhance on-site improvements that could facilitate improved community linkages, and would not expand to the fullest extent the range of services available to the community at this location. Also, the Existing Entitlement Alternative would not be designed to achieve LEED certifiable to the same extent as the Proposed Project. In summary, the Existing Entitlement Alternative would not attain the majority of the objectives established for the Proposed Project.

Alternative C: Reduced Project 1 (235K) Alternative. This alternative consists of up to 235,000 GLSF of new retail/restaurant commercial space in a two-level structure (with rooftop parking) that would be constructed south of the existing mall between the Bloomingdale's and Macy's department stores. Additional and replacement parking would be accommodated in a new six-level parking structure (one level at grade plus five levels above grade) that would extend easterly from the new commercial segment. This alternative represents an approximate 16% reduction in new commercial square footage compared to the Proposed Project.

Implementation of the Reduced Project 1 Alternative (235K) would result in similar or reduced environmental impacts for most issue areas compared to the Proposed Project. The size of this alternative was selected because it provided a logical reduction in square footage and still provided a similar internal shopping circulation system as the Proposed Project. While some of the impacts under this alternative may have somewhat less impacts relative to the Proposed Project, none of the impacts are totally avoided. The Proposed Project's significant unavoidable impacts from construction-related activities (i.e., air quality), would also occur under this alternative.

The Reduced Project 1 Alternative would result in slightly reduced impacts for most of the environmental impacts associated with the Proposed Project (including those that would already be less than significant). However, the Reduced Project 1 Alternative would not satisfy some of the project objectives to the extent possible with the Proposed Project. Specifically, the Reduced Project 1 Alternative would not invigorate economic activity at the project site to the full extent of the Proposed Project and would not expand the range of services available to the community at this location to the fullest extent.

Alternative D: Reduced Project 2 (235K) Alternative. This alternative represents another "reduced project" alternative offering an approximate 16% reduction in proposed commercial square footage than what is proposed with the Proposed Project. This alternative differs from the Reduced Project 1 (235K) Alternative by retaining most of the existing Macy's parking garage and incorporating the full closure of Matilija Avenue. All other aspects (i.e., circulation, access, landscaping, building façade enhancements) would be similar to that included with the Proposed Project and the Reduced Project 1 Alternative, except that unlike the Proposed Project, the tunnel reactivation would not be included. With the Reduced Project 2 Alternative, up to 235,000 GLSF of new retail/restaurant commercial space in a two-level structure (with rooftop parking but no subterranean parking) south of the existing mall between the Bloomingdale's and Macy's department stores would be constructed.

Implementation of the Reduced Project 2 Alternative (235K) would result in similar or reduced environmental impacts for most issue areas compared to the Proposed Project. The size of this alternative was selected because it provided a logical reduction in square footage and still provided a similar internal shopping circulation system as the Proposed Project. While some of the impacts under this alternative may have somewhat less impacts relative to the Proposed Project, none of the impacts are totally avoided. The Proposed Project's significant unavoidable impacts from construction-related activities, (i.e., air quality) would also occur under this alternative.

The Reduced Project 2 Alternative would result in slightly reduced impacts for most of the environmental impacts associated with the Proposed Project (including those that would already be less than significant). However, the Reduced Project 2 Alternative would not satisfy some of the project objectives to the extent possible with the Proposed Project. Specifically, the Reduced Project 2 Alternative would not invigorate economic activity at the project site to the full extent of the Proposed Project and would not expand the range of services available to the community at this location to the fullest extent.

Alternative E: Alternate Site Plan 1 (280 K/No Tunnel/No Subterranean Parking) Alternative. This alternative would assume that the project would be approved to allow the same requested development potential as with the Proposed Project at 280,000 GLSF of retail/restaurant commercial space, however, site access, internal circulation, parking configuration would be modified. Relative to the Proposed Project, the Alternate Site Plan 1 Alternative emphasizes a reduced setback of the new parking structure from Riverside Drive as the existing two-level Macy's parking would be demolished and replaced with a consolidated six-level (one level at grade plus five levels above grade) parking structure that would be terraced to step back from the Riverside Drive frontage. No subterranean parking would be

provided with this alternative, and the west Riverside Drive "tunnel" access would not be implemented.

Implementation of the Alternate Site Plan 1 (No Tunnel/No Subterranean Parking) Alternative would result in similar environmental impacts for most issue areas compared to the Proposed Project. However, construction phase impacts related to geology/soils and noise may be slightly reduced while impacts to solid waste may be slightly greater due to either the reduced duration of construction and/or construction effort. These slightly increased impact levels do not result in any new or additional significant impacts. During the operation of the project, traffic and air quality impacts would be slightly increased, but not to a significant level due to elimination of the new driveway. Geology/seismic risks may be slightly reduced due to elimination of the subterranean parking.

The Alternate Site Plan 1 Alternative would result in similar impacts for most of the environmental impacts associated with the Proposed Project (including those that would already be less than significant), but would also slightly exceed impacts in some areas and reduce others. However, no new significant impacts would occur with this alternative, and significant air quality impacts during construction would occur. The Alternate Site Plan 1 Alternative would not accomplish the same degree of "enhanced traffic flow and safety" as the Proposed Project due primarily to the added congestion at the other project site driveways with the elimination of the "tunnel" access along Riverside Drive. Further, without the additional fifth driveway/access, the internal site circulation would not be as efficient as that which would be accomplished by the Proposed Project.

Alternative F: Alternate Site Plan 2 (280 K/Pedestrian Activation at Riverside Drive) Alternative. Relative to the Proposed Project, the Alternate Site Plan 2 Alternative would present a similar layout and building construction as that described for the Proposed Project (i.e., 280,000 GLSF of retail/restaurant commercial in a two-level retail structure with rooftop and subterranean parking and two new multi-level parking structures, and the tunnel reactivation with new driveway on Riverside Drive) while adding and emphasizing enhanced pedestrian activation along Riverside Drive. However, in order to improve the pedestrian environment and walkability along Riverside Drive, a new pedestrian mall entrance would be created just west of the Macy's department store. The new pedestrian access to the mall would also include construction of a small entrance patio. This alternative was selected because it is useful in comparing land use and aesthetic impacts relative to increased pedestrian activity as well as an indirect reduction in traffic and air quality impacts that may be realized due to increased pedestrian activity.

Implementation of the Alternate Site Plan 2 (Pedestrian) Alternative would result in similar environmental impacts for most issue areas compared to the Proposed Project. During the operation of the project, land use impacts would be slightly reduced, and aesthetics and noise impacts slightly increased due to implementation of the new pedestrian mall entrance. However, no new significant impacts would occur under this alternative.

The Alternate Site Plan 2 Alternative would result in similar impacts for most of the environmental impacts associated with the Proposed Project (including those that would already

be less than significant), but would also slightly exceed impacts in some areas and reduce others. Further, the Alternate Site Plan 2 Alternative would satisfy all of the project objectives to a similar extent as with the Proposed Project. However, the Alternate Site Plan 2 Alternative would provide slightly better attainment of project objectives to enhance pedestrian activity and community linkages through a community friendly design.

Alternative G: Promenade Alternative. This alternative would consist of up to 190,000 GLSF of new retail/restaurant commercial space in a series of single-story structures oriented along an open-air "promenade" to be located along the south side of the existing mall and integrated within the existing parking structures in that area. A net reduction of 32% (e.g. 90,000 GLSF) from the Proposed Project, this alternative considers an alternate site plan that integrates a major pedestrian component that would simultaneously reorient the access to the mall. All three of the existing parking structures would remain, but would be altered to accommodate the new development under this alternative. Two additional new parking structures (a six-level and a three-level) would be constructed in the area located generally south of the existing Macy's parking structure and on the south portion of the existing surface parking lot on the east portion of the development site. The new 190,000 GLSF of commercial retail/restaurant space would be located at the southern portion of the site between the Bloomingdale's and Macy's buildings within a portion of the lower two levels of the Bloomingdale's parking structure, and the entire ground level of the existing three-level south parking structure.

The Promenade Alternative would result in reduced impacts for most of the environmental impacts associated with the Proposed Project (including those that would already be less than significant). One exception would be a slightly greater parking/traffic impact for the Promenade Alternative for an approximate one-year period during the initial construction phase. However, introduction of the pedestrian promenade, which would parallel the Los Angeles River and connect two designated green street corridors, would better achieve compliance with the intent of the RIO than would the Proposed Project. Overall, the Promenade Alternative would result in a reduced level of impact when compared to the Proposed Project.

The Promenade Alternative would satisfy most of the project objectives, but not to the extent possible with the Proposed Project. Specifically, the Promenade Alternative would invigorate economic activity at the project site, but not to the full extent possible under the Proposed Project as total commercial area would be reduced by approximately 32%. However, the Promenade Alternative would provide circulation and access improvements that promote enhanced vehicular and pedestrian safety. Further, this alternative would enhance on-site improvements that could facilitate improved community linkages and achieve greater compliance with the intent of the RIO. Also, the Promenade Alternative would be designed to achieve LEED certification offering comparable "green" enhancements similar to the Proposed Project. In summary, the Promenade Alternative would generally satisfy the project objectives to a similar extent as with the Proposed Project.

Environmentally Superior Alternative. As required by CEQA, an environmentally superior alternative must be identified. Of the alternatives analyzed in the EIR, the No Project Alternative is considered the overall environmentally superior alternative as it would reduce (or avoid) the vast majority of the significant or potentially significant impacts that are anticipated to

occur under the Proposed Project. However, the No Project Alternative would not meet any of the objectives established for the Proposed Project.

Aside from the No Project, the Existing Entitlement (108K) Alternative would also be considered an Environmentally Superior Alternative since it would reduce more of the project impacts than any other of the remaining alternatives. Impacts that would be reduced include construction related impacts associated with aesthetics, air quality, noise and traffic. Long-term operational impacts would be reduced in those same areas, in addition to hydrology/water quality, land use, water supply and solid waste. However, project objectives pertaining to higher utilization and variety of commercial uses, improved site access, enhanced pedestrian safety, community integrated design, and reduced traffic conflicts would not be fulfilled under this alternative.

ALTERNATIVES SUMMARY MATRIX

DEVELOPMENT ATTRIBUTE OR PROJECT PHASE	PROPOSED EXPANSION PROJECT	ALTERNATIVE A NO PROJECT	B 108 K/ EXISTING ENTITLE-MENT	C 235 K/ REDUCED HEIGHT	D 235 K/ MATILIJA CLOSURE	E NO TUNNEL/ NO SUB-PARKING	F PEDESTRIAN ACTIVATION	G PROMENADE
A. SUMMARY AND COMPARATIVE DESCRIPTION OF ALTERNATIVES								
New Commercial Area Proposed (GLSF)	280,000	0	108,000	235,000	235,000	280,000	280,000	190,000
Total Cumulative Commercial Area Proposed (GLSF)	1,147,000	867,000	975,000	1,102,000	1,102,000	1,147,000	1,147,000	1,057,000
Proposed Building Envelop for New Construction	Two levels of retail building over one level of subterranean parking and one level of rooftop parking, located south of existing main mall.	No change to existing.	Two levels of retail building (without integrated parking), located as extension at south end of existing mall just easterly of Bloomingdale's.	Two levels of retail building (without integrated parking), located as extension at south end of existing mall with footprint slightly less than Proposed Project.	Two levels of retail building (without integrated parking), located as extension at south end of existing mall with footprint slightly less than Proposed Project (same as Alt C).	Same as Proposed Project, including roof top parking over new retail, but without subterranean level parking.	Same as Proposed Project but with new public/ pedestrian mall entrance at Riverside Drive (just west of Macy's), along with additional landscape/ plaza improvements to enhance pedestrian activation at new entry.	One level of retail oriented along new internal roadway (promenade street) along south edge of existing mall, incorporated as addition to existing mall on north side of promenade and integrated into ground level of southerly parking structures (two existing and one new) along south side of promenade.
Proposed Parking Ratio (per 1,000 GLSF)	4.25	4.5	4.5	4.25	4.25	4.25	4.25	4.25 (at build out) 4.1 (temporarily during construction phase)
Proposed Parking Configuration	Demo of three-level parking structure south of main mall.	No change to existing.	Remove portion and add two levels (for a total of five) to existing three-	Demo two level Macy's structure and construct new six-level (one	Retain two level Macy's structure (with alterations) and construct new	To facilitate required parking in the absence of the subterranean	Same as Proposed Project.	Existing three parking structures (including the two-level Macy's,

ALTERNATIVES SUMMARY MATRIX

DEVELOPMENT ATTRIBUTE OR PROJECT PHASE	PROPOSED EXPANSION PROJECT	ALTERNATIVE						
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	Construction of two new multi-level parking structures, including a new "main" six-level (one level at grade plus five levels above grade) structure south of the existing Macy's parking structure, and a new "east" four-level (one level at grade plus three levels above grade) structure adjacent to Woodman Avenue. Additional structured parking incorporated into retail building, to include one level subterranean and one level of roof-top parking. Remainder surface parking lot east of Fashion Square Lane. Existing two-level Macy's and five-level Bloomingdale's parking structures to remain with modifications to accommodate circulation.		level (one level at grade plus two levels above grade) southern parking structure; construct new four-level (one level at grade plus three levels above grade) parking structure extension to the east; no alterations to Macy's parking structure.	level at grade plus five levels above grade) structure with footprint similar to that compared to the Proposed Project and slightly increased footprint compared to Alt D, however no subterranean parking would be developed.	six-level (one level at grade plus five levels above grade); new six-level structure to have reduced footprint to the east as compared to the Proposed Project; slightly reduced footprint compared to Alt C, however no subterranean parking would be developed	level, the existing two-level Macy's parking structure would be demolished and replaced with a new consolidated six-level "main" parking structured designed to "step back" from the Riverside Drive frontage in a terraced fashion. Rooftop parking would tie into rooftop level of retail building. The "east" parking structure along Woodman Avenue would be built, however no subterranean parking would be developed.		five-level Bloomingdale's and four-level south parking structures) to remain with modifications. Macy's structure to be modified to accommodate access/ circulation similar to Proposed Project. Bloomingdale's and adjacent "south" structure to be accommodate one level of ground-floor retail along promenade and redirect/ reorient traffic circulation. Construction of one new multi-level parking structure, including a new "main" six-level (one level at grade plus five levels above grade) structure south of the existing Macy's parking structure and stepping down to three levels (grade plus two levels) at

ALTERNATIVES SUMMARY MATRIX

DEVELOPMENT ATTRIBUTE OR PROJECT PHASE	PROPOSED EXPANSION PROJECT	ALTERNATIVE						
		A NO PROJECT	B 108 K/ EXISTING ENTITLE-MENT	C 235 K/ REDUCED HEIGHT	D 235 K/ MATILIJA CLOSURE	E NO TUNNEL/ NO SUB-PARKING	F PEDESTRIAN ACTIVATION	G PROMENADE
								its east extension toward Woodman Avenue. Remainder surface parking lot east of Fashion Square Lane.
Proposed Access/Project Driveways	Riverside Drive: Consolidate 2 existing driveways and create one new consolidated "east" driveway with signalized intersection at Matilija Avenue and one new "west" driveway with signal at activated tunnel entrance. Hazeltine Avenue: Restripe south driveway to include one additional ingress lane and eliminate parking along driveway Fashion Square Lane. Woodman Avenue: Restricted to right-turn ingress only. Matilija Avenue: Restricted access to/from Matilija Avenue	No change to existing access/circulation condition.	No change to existing access/circulation condition.	Only four (rather than five) project driveways to be provided: same as Proposed Project, but without additional new "west" Riverside Drive project access (or tunnel conversion) east of Bloomingdale's. Fashion Square Lane alignment and improvements similar to Proposed Project. Off-site roadway improvements to Riverside Drive, Matilija Avenue and Woodman Avenue would be the similar to Proposed Project (except without tunnel).	Same as Alternative C with the exception of the configuration of Matilija Avenue across from Riverside Drive, for which access to/from Riverside would be fully closed off.	Only four (rather than five) project driveways to be provided: same as Proposed Project, but without additional new "west" Riverside Drive project access (or tunnel conversion) east of Bloomingdale's. Fashion Square Lane internal circulation and off-site roadway improvements similar to Proposed Project (except without tunnel).	Same as Proposed Project for vehicular driveway accesses. New pedestrian access to mall just west of Macy's department store, in addition to other mall, access and circulation improvements similar to Proposed Project.	Vehicular driveway access similar to Proposed Project, but without tunnel access on Riverside Drive and with alternate internal loop road (Fashion Square Lane) configuration. Hazeltine Avenue: South driveway reconfigured to incorporate ramps to second level parking, with no access to ground level parking from this driveway. Modify north driveway to function as secondary access leading to promenade and restricted ground-level parking in Bloomingdale's parking structure.

ALTERNATIVES SUMMARY MATRIX

DEVELOPMENT ATTRIBUTE OR PROJECT PHASE	PROPOSED EXPANSION PROJECT	ALTERNATIVE A NO PROJECT	B 108 K/ EXISTING ENTITLE-MENT	C 235 K/ REDUCED HEIGHT	D 235 K/ MATILIJA CLOSURE	E NO TUNNEL/ NO SUB-PARKING	F PEDESTRIAN ACTIVATION	G PROMENADE
	from Riverside Drive (right-turn movement only and median barrier). Fashion Square Lane: Improve internal circulation with realignment and widening of Fashion Square Lane to establish loop road along southern edge and directly connecting to both Riverside and Woodman access drives.							Fashion Square Lane: Alternate internal loop circulation established along south portion of site and contained within parking structure (level two), and would be continually functional as primary internal access. Second, ground-level east-west segment of Fashion Square Lane to function as promenade. Promenade to serve as open-air pedestrian mall during peak mall hours and would be closed to vehicle traffic during those times. Off-site roadway improvements to Riverside Drive, Matilija Avenue and Woodman Avenue would be the similar to Proposed Project (except without tunnel).

ALTERNATIVES SUMMARY MATRIX

DEVELOPMENT ATTRIBUTE OR PROJECT PHASE	PROPOSED EXPANSION PROJECT	ALTERNATIVE A NO PROJECT	B 108 K/ EXISTING ENTITLE-MENT	C 235 K/ REDUCED HEIGHT	D 235 K/ MATILIJA CLOSURE	E NO TUNNEL/ NO SUB-PARKING	F PEDESTRIAN ACTIVATION	G PROMENADE
B SUMMARY OF ALTERNATIVE IMPACTS AND COMPARISON TO PROPOSED PROJECT								
Key: No Impact = No measurable impact for that alternative. Less than significant = A less than significant impact for that alternative. Significant = A significant unavoidable impact for that alternative. N/A = Not applicable to this alternative. ¤ = Net Alternative impact is generally equivalent to that identified for the Proposed Project ▲ = Net Alternative impact is considered to be greater than that identified for the Proposed Project ▬ = Net Alternative impact is considered to be less than that identified for the Proposed Project								
AESTHETICS AND VISUAL RESOURCES								
Construction (Short-Term)	Less than significant	No impact ▬	Less than significant ▬	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
Operation (Long-Term)	Less than significant	Less than significant ▬	Less than significant ▬	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ▲	Less than significant ▬
Cumulative	Less than significant	Less than significant ▬	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
AIR QUALITY								
Construction (Short-Term)	Significant	No impact ▬	Significant ▬	Significant ▬	Significant ▬	Significant ▬	Significant ¤	Significant ▬
Operation (Long-Term)	Less than significant	Less than significant ▬	Less than significant ▬	Less than significant ▬	Less than significant ▬	Less than significant ▬	Less than significant ¤	Less than significant ▬
Cumulative	Less than significant	Less than significant ▬	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
GEOLOGY AND SOILS								
Construction (Short-Term)	Less than significant	No impact ▬	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ▬	Less than significant ¤	Less than significant ¤
Operation (Long-Term)	Less than significant	Less than significant ▬	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ▬	Less than significant ¤	Less than significant ¤

ALTERNATIVES SUMMARY MATRIX

DEVELOPMENT ATTRIBUTE OR PROJECT PHASE	PROPOSED EXPANSION PROJECT	ALTERNATIVE						
		A NO PROJECT	B 108 K/ EXISTING ENTITLE-MENT	C 235 K/ REDUCED HEIGHT	D 235 K/ MATILIJA CLOSURE	E NO TUNNEL/ NO SUB-PARKING	F PEDESTRIAN ACTIVATION	G PROMENADE
Cumulative	Less than significant	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
HAZARDOUS MATERIALS AND MAN-MADE HAZARDS								
Construction (Short-Term)	Less than significant	No impact —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
Operation (Long-Term)	Less than significant	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
Cumulative	Less than significant	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
WATER RESOURCES – WATER QUALITY								
Construction (Short-Term)	Less than significant	No impact —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
Operation (Long-Term)	Less than significant	Less than significant —	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
Cumulative	Less than significant	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
WATER RESOURCES – WATER SUPPLY								
Construction (Short-Term)	Less than significant	No impact —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
Operation (Long-Term)	Less than significant	Less than significant —	Less than significant —	Less than significant —	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant —
Cumulative	Less than significant	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
LAND USE, PLANNING AND URBAN DECAY								

ALTERNATIVES SUMMARY MATRIX

DEVELOPMENT ATTRIBUTE OR PROJECT PHASE	PROPOSED EXPANSION PROJECT	ALTERNATIVE						
		A NO PROJECT	B 108 K/ EXISTING ENTITLE-MENT	C 235 K/ REDUCED HEIGHT	D 235 K/ MATILIJA CLOSURE	E NO TUNNEL/ NO SUB-PARKING	F PEDESTRIAN ACTIVATION	G PROMENADE
Construction (Short-Term)	Less than significant	No impact —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
Operation (Long-Term)	Less than significant	Less than significant —	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant —
Cumulative	Less than significant	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
NOISE								
Construction (Short-Term)	Less than significant	No impact —	Less than significant —	Less than significant —	Less than significant —	Less than significant —	Less than significant ¤	Less than significant —
Operation (Long-Term)	Less than significant	Less than significant —	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ▲	Less than significant ¤
Cumulative	Less than significant	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
PUBLIC SERVICES – FIRE PROTECTION								
Construction (Short-Term)	Less than significant	No impact —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
Operation (Long-Term)	Less than significant	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
Cumulative	Less than significant	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
PUBLIC SERVICES - POLICE								
Construction (Short-Term)	Less than significant	No impact —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤

ALTERNATIVES SUMMARY MATRIX

DEVELOPMENT ATTRIBUTE OR PROJECT PHASE	PROPOSED EXPANSION PROJECT	ALTERNATIVE						
		A NO PROJECT	B 108 K/ EXISTING ENTITLE-MENT	C 235 K/ REDUCED HEIGHT	D 235 K/ MATILIJA CLOSURE	E NO TUNNEL/ NO SUB-PARKING	F PEDESTRIAN ACTIVATION	G PROMENADE
Operation (Long-Term)	Less than significant	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
Cumulative	Less than significant	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
PUBLIC UTILITIES – SOLID WASTE								
Construction (Short-Term)	Less than significant	Less than significant —	Less than significant —	Less than significant —	Less than significant —	Less than significant —	Less than significant ¤	Less than significant —
Operation (Long-Term)	Less than significant	Less than significant —	Less than significant —	Less than significant —	Less than significant —	Less than significant	Less than significant ¤	Less than significant —
Cumulative	Less than significant	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
TRAFFIC, CIRCULATION AND ACCESS								
Construction (Short-Term)	Less than significant	No impact —	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ▲
Operation (Long-Term)	Less than significant	Less than significant —	Less than significant —	Less than significant —	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤
Cumulative	Less than significant	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
GROWTH INDUCING								
Construction (Short-Term)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Operation (Long-Term)	Less than significant	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
Cumulative	Less than significant	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤

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DEVELOPMENT ATTRIBUTE OR PROJECT PHASE	PROPOSED EXPANSION PROJECT	ALTERNATIVE						
		A NO PROJECT	B 108 K/ EXISTING ENTITLE-MENT	C 235 K/ REDUCED HEIGHT	D 235 K/ MATILIJA CLOSURE	E NO TUNNEL/ NO SUB-PARKING	F PEDESTRIAN ACTIVATION	G PROMENADE
OTHER IMPACTS								
Construction (Short-Term)	Less than significant	No impact —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
Operation (Long-Term)	Less than significant	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤
Cumulative	Less than significant	Less than significant —	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤	Less than significant ¤