II. PROJECT DESCRIPTION

A. PROJECT LOCATION

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 (see *Figure 1: Regional Location*). The project site is approximately 13 miles northwest of downtown Los Angeles. The project area is characterized as urbanized and largely built out with a mix of commercial and residential uses. 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 (see *Figure 2: Local Vicinity*). An approximately 3.0-acre parcel located at the southwest corner of the Riverside Drive/Woodman Avenue intersection (i.e., at the northeast corner of the shopping center) within the same block as the project site, and which is currently developed with retail uses, is adjacent to but "not a part" (NAP) of the project site. However, the NAP parcel does share a common driveway with Fashion Square (see discussion of Project Characteristics later in this section).

The project site lies within the Van Nuys-North Sherman Oaks Community Plan (Community Plan) area and has a General Plan designation of Community Commercial over the entire site (see *Figure 3: Community Plan Designation*). Current zoning on the subject site includes (T)(Q)C2-1L, (Q)C2-1L, C2-1L, (T)(Q)PB-1L, (Q)PB-1L, and P-1L (see *Figure 4: Zoning Map*).

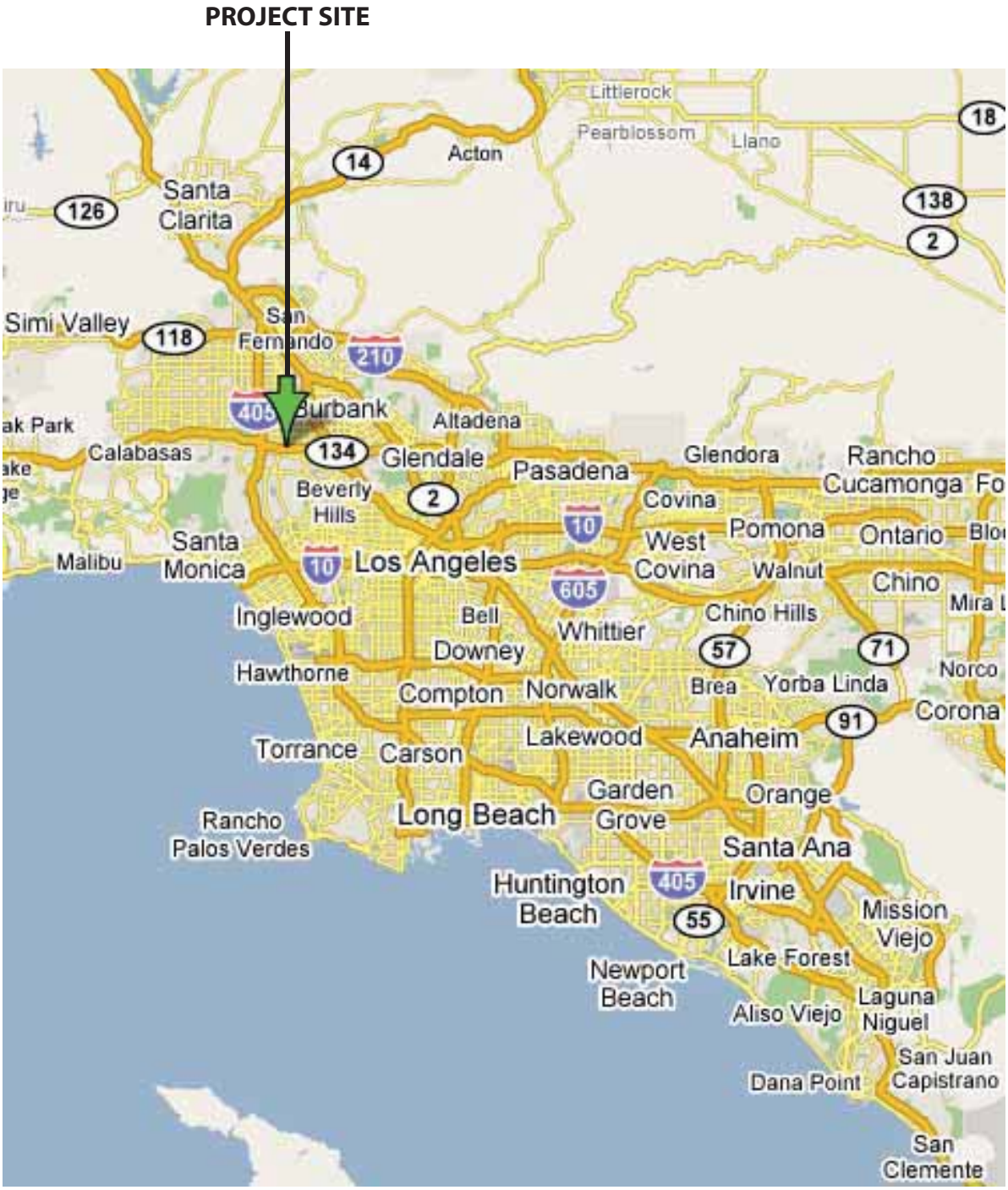


FIGURE 1
REGIONAL LOCATION

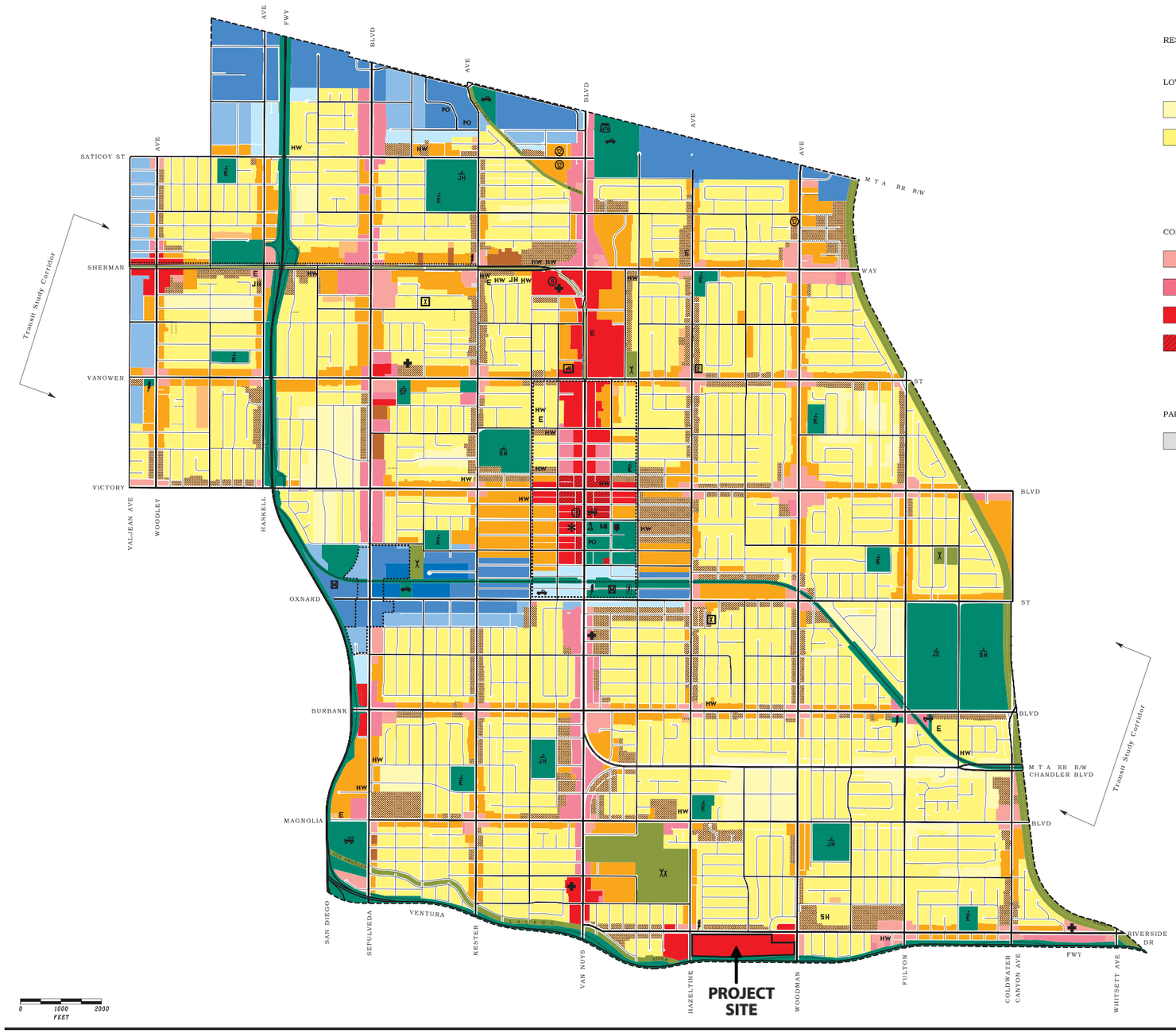
NORTH

MAP SOURCE: MAPS.GOOGLE.COM

FIGURE 2
LOCAL VICINITY

MAP SOURCE: THOMAS BROS. GUIDE

NORTH



LAND USE

RESIDENTIAL [1]

LOW DENSITY	CORRESPONDING ZONES [11]
VERY LOW	RE20,RA,RE15, RE11
LOW	RE9,RS,R1,RU, RD6,RD5

MULTIPLE FAMILY	CORRESPONDING ZONES [11]
LOW MEDIUM I	R2,RD6 [5],RD3,RD4 RZ3,RZ4,RU,RW1
LOW MEDIUM II	RD1.5,RD2,RW2, RZ2.2
MEDIUM	R3
HIGH MEDIUM	R4

COMMERCIAL

NEIGHBORHOOD COMMERCIAL [2]	C1,C1.5,C2,C4, RAS3,RAS4
GENERAL COMMERCIAL [2]	C1.5,C2,C4, RAS3,RAS4
COMMUNITY COMMERCIAL [3]	CR,C2,C4, RAS3,RAS4
REGIONAL COMMERCIAL	CR,C1.5,C2,C4,R3 R4,R5,RAS3,RAS4

INDUSTRIAL

COMMERCIAL MANUFACTURING	CM
LIMITED INDUSTRIAL	CM,MR1,M1
LIGHT INDUSTRIAL	MR2,M2
HEAVY INDUSTRIAL	M3

OPEN SPACE, PUBLIC FACILITIES

OPEN SPACE	OS,A1
PUBLIC FACILITIES [13]	PF

PARKING

PARKING	P,PB

CIRCULATION

- Freeway [7]
- Divided Major Highway II
- Divided Scenic Major Highway II
- Major Highway II
- Secondary Highway
- Collector Street [7]
- Local Street
- MTA RR R/W

SPECIAL BOUNDARY

- Commercial Core Special Study Area

ADMINISTRATIVE BOUNDARY

- Community Boundary

NOTES:

- Proposed [6]

SERVICE SYSTEMS [6]

SCHOOL SITES

- Elementary School
- Private Elem School
- Junior High School
- Private Junior H S
- Senior High School
- Private Senior H S
- Community College
- Special Facility

RECREATIONAL SITES

- Neighborhood Park
- Community Park

OTHER FACILITIES

- Police
- Fire Station
- Community Library
- Health Center
- Post Office
- Maintenance Yard
- House Of Worship
- MTA Station
- MTA Metrolink Station
- Branch Administrative Center
- Power Receiving Station
- Power Distribution Station
- Cultural/Historical Site

FIGURE 3
COMMUNITY PLAN DESIGNATION

MAP SOURCE: CITY OF LOS ANGELES, PLANNING DEPARTMENT

NORTH

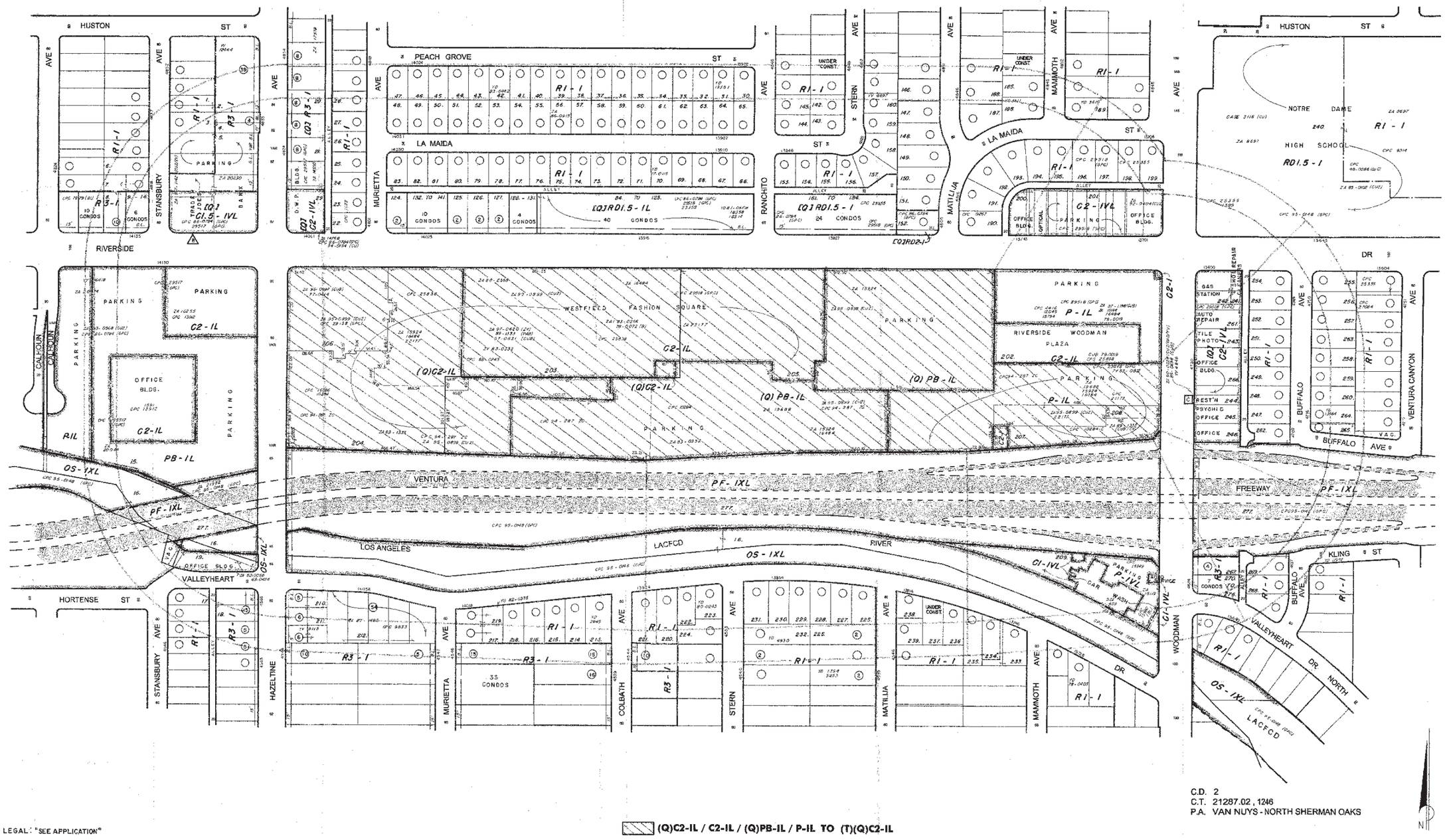


FIGURE 4
ZONING MAP

MAP SOURCE: PLANNING ASSOCIATES, INC.

II. PROJECT DESCRIPTION

B. ADJACENT 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 Community Plan (page I-2) characterizes this portion of the North Sherman Oaks community as "predominantly characterized by pockets of single family residential areas surrounded by multi-family and commercial uses." Further, the Plan notes that the major commercial center in North Sherman Oaks is the Sherman Oaks Fashion Square.

More specifically, adjacent land uses include a mix of retail, office and residential (see *Figure 5: Aerial Overview and Surrounding Uses*). Adjacent land uses are summarized as follows:

North (immediate north, across Riverside Drive) - Land uses to the north, across Riverside Drive, include multi- and single-family residential properties, offices and a high-rise (Downey Savings) bank building.

Northeast (at intersection of Riverside Drive at Woodman Avenue) – Land uses include retail uses on the 3.0-acre NAP parcel, also known as the Riverside Woodman Shopping Center (including Linens N' Things, Ross For Less, KB Toys, and Bank of America). The Notre Dame High School is located on the northeast corner of the intersection of Riverside Drive and Woodman Avenue. The High School periodically shares parking on the shopping center's surface parking lot along Woodman Avenue; the details of the shared parking arrangements are described in Section IV: Environmental Impact Analysis: J-Traffic, Circulation and Access. Other retail and office uses are located at this intersection.

East (immediate east, across Woodman Avenue) - Land uses include commercial and office along Woodman Avenue.

South (adjacent to property site boundary) - The project site is bordered by the Ventura (US 101) Freeway along its entire southern edge. Mixed intensity residential uses are located further south, on the opposite site of the freeway. The Los Angeles River, running parallel to the project site, is also located just south of the freeway

West (immediate west, across Hazeltine Avenue) - Land uses include offices, including the Sunkist building.

Northwest (at intersection of Riverside Drive and Hazeltine Avenue) – Land uses include a mix of retail and office, and the City of Los Angeles Department of Water and Power office.

FIGURE 5
AERIAL OVERVIEW AND SURROUNDING USES

MAP SOURCE: WESTFIELD

II. PROJECT DESCRIPTION

C. PROJECT BACKGROUND

The project site is part of the existing Westfield Fashion Square shopping center (hereafter "shopping center") located along Riverside Drive between Woodman Avenue and Hazeltine Avenue. Commonly known as Fashion Square, the shopping center has been part of the Sherman Oaks community since the early 1960s.

The entire shopping center comprises approximately 28.8 acres of a roughly rectangular-shaped parcel and is currently developed with mall buildings and parking (combined surface and structured). The shopping center features Macy's and Bloomingdale's department stores at the east and west ends of the center, respectively, as well as a collection of smaller retail stores and a food court.

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)[1] of retail uses. Under the 1987 mall expansion, only 826,000 GLSF was constructed. 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 an adjustment to this entitlement permitted the Bloomingdale's department store to be expanded by utilizing approximately 41,000 square feet of gross leasable area from the 1995 entitlement, resulting in a current remaining unused entitlement of approximately 108,000 GLSF over the defined project site. To date, a total of approximately 867,000 GLSF has been constructed at the shopping center. Buildout of the total existing "as built" development corresponds to approximately 988,120 square feet of building floor area (net floor area) and approximately 1,061,276 square feet (gross floor area) of building area. The total permitted existing entitlement of 975,000 GLSF would correspond to an overall gross building area of approximately 1,220,572 square feet (gross). *Table 1: Summary of Gross Leasable Building Area at the Project Site*, summarizes the history of approvals and buildout of GLSF at the project site. *Table 2: Overview of Existing and Proposed Building Area at the Project Site,* compares the leasable, net and gross floor areas for the existing mall, the approved entitlement, and Proposed Project.

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.

[1] Gross leasable square feet (area) is generally defined as the total area (square feet) that is used for rental space in a building and is a term commonly used when discussing commercial properties. Gross leasable area differs from net or gross floor areas, which are generally tied to the total building area (square feet) associated with the physical structure. "Gross" floor area usually accounts for the entire building measured from it outside walls. "Net" floor area is that area in square feet confined within the exterior walls of a building but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas. (Added by Ordinance No. 163,617, effective 06/21/1988.)

TABLE 1
SUMMARY OF GROSS LEASABLE BUILDING AREA AT THE PROJECT SITE

	ENTITLEMENT SUMMARY		BUILDOUT SUMMARY		
	INCREMENTAL APPROVAL AREA (GLSF)	CUMULATIVE TOTAL APPROVAL AREA (GLSF)	INCREMENTAL BUILT AREA (GLSF)	CUMULATIVE TOTAL BUILT AREA (GLSF)	TOTAL ENTITLED REMAINING AREA (GLSF)
1987 Entitlement	855,000	855,000	826,000	826,000	29,000
ZA-95-0899-CUZ (approved 1995)	120,000	975,000	41,000	867,000	108,000
Current Project Request (Pending)	172,000	1,147,000	280,000	1,147,000	0

GLSF = gross leasable square feet. Gross leasable square feet (area) is generally defined as the total area (square feet) that is used for rental space in a building and is a term commonly used when discussing commercial properties.

TABLE 2
OVERVIEW OF EXISTING AND PROPOSED BUILDING AREA AT THE PROJECT SITE

	APPROVED (SF)	EXISTING BUILT (SF)	PROPOSED BUILDOUT (SF)
Gross Leasable Area[a]	975,000	867,000	1,147,000
Net Floor Area[a]	1,136,473	988,120	1,414,676
Gross Floor Area[a]	1,220,572	1,061,275	1,544,015

SF = square feet

[a] Gross leasable square feet (area) is generally defined as the total area (square feet) that is used for rental space in a building and is a term commonly used when discussing commercial properties. Gross leasable area differs from net or gross floor areas, which are generally tied to the total building area (square feet) associated with the physical structure. "Gross" floor area usually accounts for the entire building measured from it outside walls. "Net" floor area is that area in square feet confined within the exterior walls of a building but not including the area of the following: exterior walls, stairways, shafts, rooms housing building-operating equipment or machinery, parking areas with associated driveways and ramps, space for the landing and storage of helicopters, and basement storage areas. (Added by Ordinance No. 163,61, effective 06/21/1988.)

II. PROJECT DESCRIPTION

D. STATEMENT OF PROJECT OBJECTIVES

In accordance with Section 15124(b) of the State California Environmental Quality Act (CEQA) Guidelines, the EIR shall include "a statement of objectives sought by the proposed project." Section 15124(b) of the CEQA Guidelines further clarifies that "the statement of objectives should include the underlying purpose of the project." The underlying purpose of the Proposed Project is to update, modernize and revitalize the Fashion Square shopping center to ensure its long-term viability. The underlying purpose is exemplified in the project objectives provided below. Several of the project objectives embrace many of the relevant goals, objectives and policies set forth in the Community Plan. The objectives of the 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.

II. PROJECT DESCRIPTION

E. REQUESTED ACTIONS AND ENTITLEMENTS

Under previous entitlements, approximately 975,000 GLSF is permitted at the existing shopping center. A total of approximately 867,000 GLSF has been constructed to date. The Proposed Project entails construction of the remaining 108,000 GLSF of development previously permitted and the development of an additional 172,000 GLSF, for a total of approximately 280,000 GLSF of new retail and restaurant uses. The Proposed Project includes:

- Zone Change from (Q)C2-1L, C2-1L, (T)(Q)PB-1L, (Q)PB-1L, and P-1L to (T)(Q)C2-1L: A Zone Change pursuant to Los Angeles Municipal Code (LAMC) Section 12.32, is required to implement the project. The requested zone change is from the existing mix of (T)(Q)C2-1L, (Q)C2-1L, C2-1L, (T)(Q)PB-1L, (Q)PB-1L, and P-1L to (T)(Q)C2-1L. This request will consolidate and make consistent the zoning across the entire shopping center property and eliminate the patchwork zoning currently governing the site. The requested zone change is consistent with the existing Commercial designation of the site in the Community Plan.

- 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): Pursuant to LAMC Section 16.05, a Site Plan Review is required for any development project which creates, or results in, an increase of 50,000 square feet or more of non-residential floor area. The Proposed Project is subject to Site Plan Review to ensure that the development is properly sited in relation to surrounding properties, traffic, circulation, sewers, other infrastructure and the environmental setting, and to control or mitigate any and all environmental impacts identified through the project's environmental review process.

- 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): While the proposed retail project is consistent with the requested zone change and existing general plan designation, a Conditional Use Permit for a Major Development Project is requested for construction of a retail project greater than the 100,000 square foot threshold of non-residential development established by the Code. The Proposed Project includes the addition of 280,000 GLSF (or 482,740 gross square feet) of commercial square footage for which this CUP is necessary to ensure that the development is compatible with the surrounding neighborhoods.

- Conditional Use Permit for Commercial Corner[2] development and deviation from select development standard requirements: The Commercial Corner designation relates to the site proximity and relationship to the corner intersections of Riverside Drive and Woodman Avenue and Riverside Drive and Hazeltine Avenue. While the Commercial Corner designation arguably does not apply to the site since the legal parcel on which the project is located does not extend to the separate parcels at Riverside Drive and Woodman Avenue or Riverside Drive and Hazeltine Avenue, the Proposed Project application conservatively assumes the applicability of the Commercial Corner designation due to: (1) the functional integration of the project center with the Bloomingdale's store located on the parcel at the corner of Riverside Drive and Hazeltine Avenue; (2) the commercial zoning designation; and (3) the relationship of the site to residential properties located north of the site, across Riverside Drive. Pursuant to LAMC Section 12.24.W27, for Commercial Corner developments not in conformance with the requirements established in LAMC Sections 12.22.A23(a)(2), 12.22.A23(a)(4)(i), 12.22.A23(a)(10)(i), and 12.22.A23(b)(3), a CUP is required to implement the Proposed Project. The CUP will address the Commercial Corner and deviation from: (1) the 45-foot height limit to provide a building and parking structure with maximum height of 75 feet[3], 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: Based on the Commercial Corner designation, the project request includes a Zone Variance to deviate from the 45-foot height limit of the Commercial Corner regulations. Under the Proposed Project, no substantial change or alteration will be made to the existing Bloomingdale's department store.

[2] Pursuant to section 12.03 of the Los Angeles Zoning Code a Commercial Corner development is, "[a]ny commercially used corner lot located in a C or M zoned in Height District Nos. 1, 1-l, 1-VL, or 1-XL, the lot line of which adjoins, is separated only by an alley adjacent to or is located across the street from, any portion of a lot zoned A or R, or improved with any residential use (except in an M zone)". The only corner lot at the center is the lot containing the Bloomingdale's departments store. This lot is not owned by the applicant and is not being affected by the Proposed Project. As such the project may not be subject to the Commercial Corner restrictions. However, in consultation with the Planning Department and the applicant it has been determined that because of the reciprocal access easements between the property owners on the site, the unified nature of the center, and for a worst case analysis of potential impacts for this DEIR, it will be assumed that the Proposed Project is subject to the Commercial Corner restrictions.

[3] Per Section 12.03 of the Los Angeles Municipal Code (LAMC) the height of a building is measured from the highest point on the roof or parapet of the structure to the lowest natural or manmade point within 5 feet of the exterior of the structure. Currently, the highest point at the mall is on the parapet wall of the Macy's building this point is at an elevation of 722 feet above sea level. The lowest point within five feet of the building is a point out side of the Bloomingdale's building. This point is approximately 646 feet above sea level so currently the maximum height of the shopping center per the LAMC is 76 feet. This building was constructed prior to the 1-VL height limit being imposed on the property. As a result this building has nonconforming rights. It should be noted, that the lowest grade adjacent to the Macy's building is at approximately 650 feet above sea level so the Macy's building has an effective height of 72 feet .The highest pint on the proposed addition is the parapet wall on the top level of the grade plus five parking structure. This point will be approximately 715 feet above sea level. So this new structure will be approximately 7 feet lower than the highest point on the Macy's building. However, because the site slopes south of Macy's so the construction of the new parking structure will change location of the lowest point within five feet of the outside of the building. The new lowest point will be located at the south eat corner of the new parking structure. The lowest elevation in this area is approximately 640 feet above sea level so it will change the Code defined height of the existing Macy's building to 82 feet tall and the proposed Parking structure will be defined as 75 feet in height.

- Conditional Use Permit for the on-site sale and consumption of a full line of alcoholic beverages (CUB): Pursuant to LAMC Section 12.24.W1, a specific Conditional Use Permit, referred to as a CUB, is required for the on-site sale and consumption of a full line of alcoholic beverages. The requested CUB for on-site sale and consumption of alcohol is in conjunction with new sit-down restaurants at the existing shopping center and will be incidental to the main use of the site.

- Request for Shared Parking Review: Shared Parking, pursuant to LAMC Section 12.24.X20, is requested to accommodate a range of varied commercial uses. Prior development approvals at the shopping center (under ZA-95-0899-CUZ and CPC-94-0287-ZC) established a parking requirement for the entire site at 4.5 parking spaces per 1,000 square feet of GLSF which is applicable, but not limited to, retail, restaurant, and office uses. However, the project includes a request for Shared Parking to provide parking at a ratio of up to 4.5 parking spaces per 1,000 GLSF, providing approximately 5,148 parking spaces across the entire site.

- Haul Route approval from the Building and Safety Commission for construction phase operations: The applicant also requests a haul route for the necessary removal of soil and waste from demolition and construction.

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

- 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.

II. PROJECT DESCRIPTION

F. PROJECT CHARACTERISTICS

1. PROPOSED LAND USES

The Proposed Project includes construction of approximately 280,000 GLSF of retail and restaurant uses as well as an associated parking structure as an expansion to the existing Fashion Square shopping center. 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. (see *Table 2: Overview of Existing and Proposed Building Area at the Project Site*, in Section II: Project Description: C-Project Background.[4]

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.

2. SITE PLAN

The proposed retail expansion building and main seven-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 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. Proposed development will be consistent with the type, height, and massing of existing development on the site. *Figure 6: Proposed Site Plan – Fashion Square Level 1*, *Figure 7: Proposed Site Plan – Fashion Square Subterranean Level, Figure 8: Proposed Site Plan – Fashion Square Level 2*, *Figure 9: Proposed Site Plan – Fashion Square Roof Level*, and *Figure 10: Proposed Site Plan – Fashion Square Cross Section*, shows the Proposed Project relative to the existing structures. In summary, the Proposed Project consists of the following elements:

[4] It should be noted that GLSF is used throughout this EIR to define the overall project entitlement and as a basis for certain analysis (i.e., traffic) as appropriate. Net and gross square feet values, another way to define the size of the Proposed Project, are used for throughout the EIR as appropriate as the basis for certain analysis that rely on this level of information. For purposes of this EIR, and in accordance with the definitions provided in Section II: Project Description: C-Project Background of this EIR, the values of 280,000 GLSF, 426,556 net square feet, and 482,740 gross square feet, are the equivalent representation of the Proposed Project.

FIGURE 6
PROPOSED SITE PLAN – FASHION SQUARE LEVEL 1

MAP SOURCE: WESTFIELD

FIGURE 7
PROPOSED SITE PLAN – FASHION SQUARE SUBTERRANEAN LEVEL

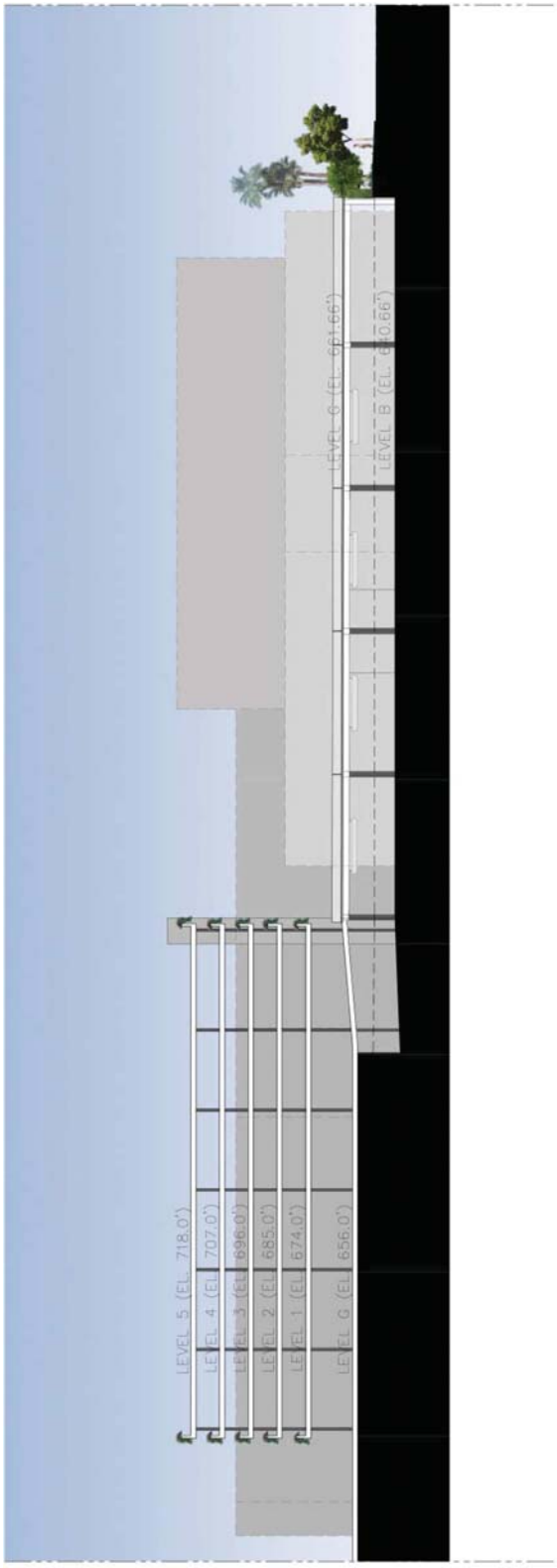
MAP SOURCE: WESTFIELD

FIGURE 8
PROPOSED SITE PLAN – FASHION SQUARE LEVEL 2

MAP SOURCE: WESTFIELD

FIGURE 9
PROPOSED SITE PLAN – FASHION SQUARE ROOF LEVEL

MAP SOURCE: WESTFIELD



NORTH

FIGURE 10
PROPOSED SITE PLAN – FASHION SQUARE CROSS SECTION

MAP SOURCE: WESTFIELD

- 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 create unobstructed two traffic lanes at the driveway entrance 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 NAP 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;

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

- Reopening of the driveway off of Riverside Drive between Mammoth Avenue and Ranchito Avenue (the tunnel) to provide access to a subterranean parking level under the new mall.

a. Project Layout/Circulation/Access

Vehicular access to the existing shopping center is provided via five driveways: two driveways on Hazeltine Avenue, two driveways on Riverside Drive, and one driveway on Woodman Avenue. Also, five service/loading access ways are also located on Riverside Drive, east of Hazeltine Avenue. These service driveways do not provide access to patron entrances or parking areas. The existing northerly Hazeltine Avenue project driveway and the Woodman Avenue project driveway currently accommodate right-turn ingress and egress movements only. The existing southerly Hazeltine Avenue driveway currently accommodates left- and right-turn ingress and egress movements. The two existing driveways on Riverside Drive currently accommodate left-turn ingress and right-turn ingress and egress movements. All of the driveways provide direct access to the existing surface level and structured parking areas for the existing shopping center. Currently a number of traffic conflict points exist on site. These include limited queuing between the public streets and pedestrian crossing, limited left-turn exiting from the site, and limited queuing between the public street and parking spaces. *Figure 11: Existing Site Circulation and Access: Riverside Drive* and *Figure 12: Existing Site Circulation and Access: Hazeltine Avenue*, identifies the location of these existing conflict areas.

Under the Proposed Project, access to the site and the internal vehicle circulation pattern within the site would be modified to create a more efficient design that is intended to enhance safety and minimize traffic concerns along adjacent roadways and within surrounding neighborhoods. The primary existing access driveway along Riverside Drive at Fashion Square Lane would be relocated and replaced by one new signalized driveway to be located directly across from Matilija Avenue. A new signalized driveway will be established along Riverside Drive at the re-activated "tunnel" access located easterly of the Bloomingdale's department store. Both of these driveways will function as a main shopping center accesses. A secondary existing access

FIGURE 11
EXISTING SITE CIRCULATION AND ACCESS: RIVERSIDE DRIVE

MAP SOURCE: WESTFIELD

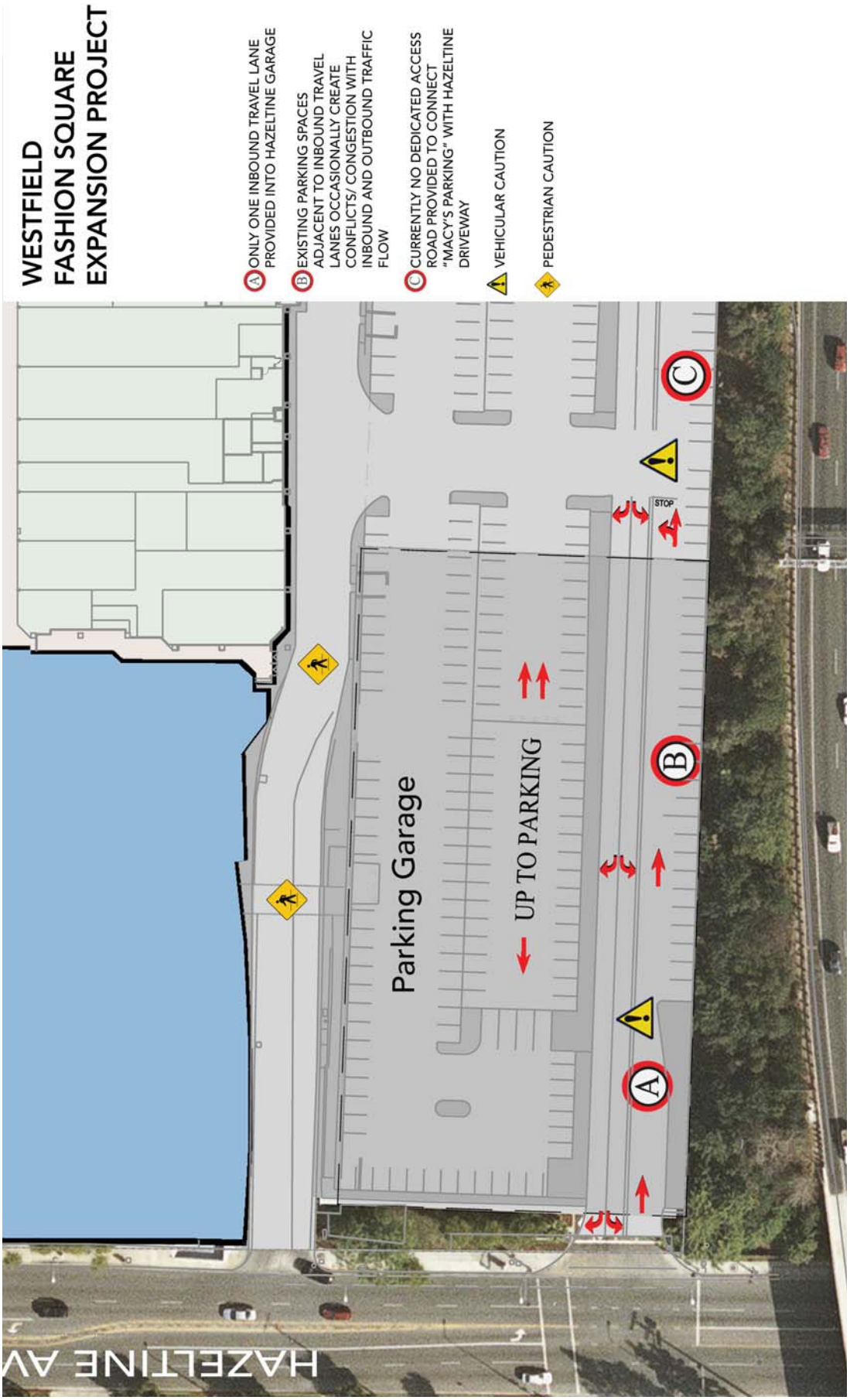


FIGURE 12
EXISTING SITE CIRCULATION AND ACCESS: HAZELTINE AVENUE

MAP SOURCE: WESTFIELD

driveway along the western edge of the existing Macy's parking structure will be closed to Riverside Drive and reconfigured for internal circulation only. Access at the existing Woodman Avenue driveway would be modified to a restricted right-turn, entry-only driveway. The existing access locations on Hazeltine Avenue will not be changed, but through on-site modifications, the function of these driveways will be improved. The revised accesses of the Proposed Project are shown on *Figure 13: Site Access and Driveways – Proposed Internal Circulation*, *Figure 14: Site Access and Driveways – Proposed Hazeltine Avenue Access* and *Figure 15: Site Access and Driveways – Proposed Riverside Drive Access*, and are more specifically described as follows:

Westerly Access – Hazeltine Avenue Driveways

Hazeltine Avenue North Project Driveway: The Hazeltine Avenue north project driveway is located on the east side of Hazeltine Avenue, south of Riverside Drive and immediately south of the Bloomingdale's department store. Under the Proposed Project, the Hazeltine Avenue north project driveway will continue to provide access to the existing parking structure located south of the shopping center but will function as a secondary access. The Hazeltine Avenue north project driveway will continue to accommodate right-turn ingress and egress movements only through the existing travel lanes.

Hazeltine Avenue South Project Driveway: The Hazeltine Avenue south project driveway is located on the east side of Hazeltine Avenue at Fashion Square Lane (along the southerly site boundary). The intersection of Hazeltine Avenue and Fashion Square Lane is currently controlled by traffic signals and consists of one ingress lane and two egress lanes (one dedicated left-turn and one dedicated right-turn). The Hazeltine Avenue south project driveway will continue to provide access to the existing parking structure located south of the shopping center, as well as provide access to the proposed parking structure to be located south of the existing Macy's department store via a new dedicated internal roadway. Although no roadway configuration changes along Hazeltine Avenue are proposed, the driveway configuration with the project site boundary (i.e., Fashion Square Lane) will be modified to accommodate two inbound lanes and two outbound lanes. Under the proposed site plan, existing parking spaces along the ingress lane would be removed so that the new entrance configuration can accommodate two ingress lanes, thereby creating an improved unimpeded and more efficient traffic flow into the project site via Fashion Square Lane. This reconfiguration will allow for this entrance to better function as a primary site entrance because of the additional internal lane, the elimination of conflicts between parked cars and cars entering this site, and its connection to an internal road that will extend to the east-end in a less circuitous fashion than what currently exits. The Hazeltine Avenue south project driveway will continue to accommodate left-turn and right-turn ingress and egress movements.

Northerly Access – Riverside Drive Driveways

With the Proposed Project, the two existing Fashion Square driveways on Riverside Drive will be closed and two new driveways be provided on Riverside Drive. A new westerly driveway will be provided approximately 540 feet east of Hazeltine Avenue. A new

FIGURE 13
SITE ACCESS AND DRIVEWAYS – PROPOSED INTERNAL CIRCULATION

FIGURE 14
SITE ACCESS AND DRIVEWAYS – PROPOSED HAZELTINE AVENUE ACCESS

MAP SOURCE: WESTFIELD

FIGURE 15
SITE ACCESS AND DRIVEWAYS – PROPOSED RIVERSIDE DRIVE ACCESS

MAP SOURCE: WESTFIELD

easterly project driveway will be provided approximately 100 feet west of the existing westerly driveway to align with Matilija Avenue to the north, and this driveway will form the south leg of the existing Matilija Avenue/Riverside Drive intersection.

Riverside Drive and New Westerly Fashion Square Driveway: The new westerly driveway access is proposed to be approximately 40 feet in width and accommodate one inbound lane and two outbound lanes. At the Riverside Drive intersection, the driveway exit would provide one left-turn lane and one right-turn lane. The new westerly driveway access currently serves as an existing service driveway and historically served as a customer driveway. The new westerly driveway would provide access to a new subterranean parking level to be constructed at the south side of the shopping center.

Riverside Drive and New Easterly Fashion Square Driveway: The new easterly driveway access is proposed to be approximately 60 feet in width and accommodate two inbound lanes and three outbound lanes. The new easterly driveway would be constructed opposite Matilija Avenue so as to provide a traditional four-leg intersection on Riverside Drive. At the Riverside Drive intersection, the driveway exit would provide one left-turn lane and two right-turn lanes (i.e., no through movements would be permitted onto Matilija Avenue north of Riverside Drive). The new easterly driveway would provide access to the existing two-level Macy's parking garage, as well as to the new six-level parking structure proposed south of Macy's.

Through access to Matilija Avenue controlled by the installation of a traffic barrier on the north side of Riverside Drive. A rendering of this barrier is provided on *Figure 16: Matilija Avenue Traffic Barrier*. This barrier will limit traffic flow at this intersection to a right-turn in/out movement (relative to Riverside Drive) only.

This new Riverside Drive project driveway would also serve as a replacement westerly access to the adjacent 3.0-acre NAP parcel (i.e., Riverside Woodman Plaza). Currently, the Riverside Woodman Shopping Plaza property has a westerly access directly off Riverside Drive, which leads to a subterranean parking area. The Riverside Woodman Plaza's driveway would be consolidated and combined with the new Riverside Drive/Fashion Square Lane driveway and would intersect the new internal driveway west of the Riverside Woodman Plaza. The existing Riverside Woodman Plaza's Riverside Drive driveways would remain open, but turn movements would be restricted to right-turn in/out only. This proposed driveway reconfiguration reflects input from the Riverside Woodman Plaza property owner and tenants, and would be fully coordinated in cooperation with such.

To accommodate the Proposed Project's Riverside Drive driveway improvements, two new traffic signals would be installed and the travel approaches along Riverside Drive would be improved. Specific physical roadway improvements along Riverside Drive needed to implement the Proposed Project include:

- Widen the south side of Riverside Drive beginning at a point approximately 290 feet west of the Matilija Avenue centerline by 10 feet. The widening would also

FIGURE 16
MATILIJA AVENUE TRAFFIC BARRIER

SOURCE: WESTFIELD

require a concurrent dedication of up to 10 feet (thus resulting in a 50-foot wide half roadway and a 60-foot wide half right-of-way). This dedication would occur only on Fashion Square property.

- Widen the south side of Riverside Drive beginning at a point approximately 600 feet east of the Matilija Avenue centerline by 3 feet. The widening would also require a concurrent dedication of 2 feet along the shopping center frontage (no dedication required by the adjacent Riverside Woodman Plaza). Thus, the resulting cross-section would be a 40-foot wide half roadway and a 52-foot wide half right-of-way (remaining a 50-foot half right-of-way adjacent to the Riverside Woodman Plaza). This dedication would occur only on Fashion Square property.
- Restripe the eastbound Riverside Drive approach to the intersection with the new easterly Fashion Square Lane driveway to provide two through lanes and one right-turn lane, plus retention of the existing eastbound bike lane. No left-turns to Matilija Avenue north of Riverside Drive would be permitted.
- Restripe the westbound Riverside Drive approach to the intersection with the new easterly Fashion Square Lane driveway to provide two left-turn lanes, one through lane, and one optional through/right-turn lane, plus retention of the existing westbound bike lane.
- Restripe the eastbound Riverside Drive approach to the intersection with the new westerly (tunnel) driveway to provide two through lanes and one right-turn lane.
- Restripe the westbound Riverside Drive approach to the intersection with the new westerly (tunnel) driveway to provide one left-turn lane, and two through lanes, plus retention of the existing westbound bike lane.

East End – Woodman Avenue Driveways

Woodman Avenue Project Driveway: The Woodman Avenue project driveway is located on the east side of the project site, south of Riverside Drive and immediately south of the adjacent 3.0-acre NAP Riverside Woodman shopping center. The Woodman Avenue project driveway will provide access to the new four-level parking structure and remaining surface parking area located on the easterly portion of project site. This access will also tie into the main Fashion Square Lane internal circulation driveway. The Woodman Avenue project driveway will continue to accommodate right-turn ingress, however, egress movements would be prohibited through the use of signage and directional arrows.

These circulation modifications will improve access to the site by increasing the number of inbound lanes from the public streets; increasing the left-turn queuing capacity on Riverside Drive by 25%; allowing for safe legal left turns from the Riverside Drive driveway; and reducing pedestrian and parked car conflicts with inbound cars.

b. Project Elevations/Building Materials

New construction for the proposed retail building and six-level "main" parking structure will be located primarily to the south of the existing mall structure and would be consistent with the type, height, and massing of existing development on the site and not to exceed 722 feet above sea level (the current maximum elevation of the Macy's building). A second four-level "east" parking structure, up to a maximum height of 35 feet, will be constructed on the eastern portion of the project site (adjacent to Woodman Avenue) on an area currently developed with surface parking. *Figure 17: Proposed Building Elevations*, shows the general bulk, mass and architecture of the proposed structures relative to the existing buildings. In addition to the demolition and construction associated with the new retail and parking areas, the Riverside and Hazeltine façades of the existing shopping center buildings will be updated through building colors, material accents and landscaping that will visually tie the entire project together and enhance the pedestrian experience through improved integration with the shopping center with surrounding land uses.

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 intended to visually minimize the massing of the long linear wall along the frontage. It is intended that a combination of landscaping (see discussion below), 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. The structural frontage along Riverside Drive (i.e., Bloomingdale's and Macy's department stores, shopping center, loading docks) will not be substantially altered except as necessary to accommodate access to the tunnel reactivation.

The main structural component of the Proposed Project involves the construction of approximately 482,740 total (gross) SF of building area that would house up to 280,000 GLSF of additional retail/restaurant uses in two levels over one level of subterranean parking and would also include rooftop parking. This structure would be constructed as an addition to the back (south side) of the existing shopping center and would extend easterly to create a new mall tie-in to the south edge of the existing Macy's department store. The retail structure would connect to the remaining portion of the existing west parking structure (south of Bloomingdale's department store) and would also interface with the new east parking structure (adjacent to and east and southeast of the Macy's department store). The retail building interface with both parking structures is designed so that direct vehicular access would be maintained between each of these structures through the roof-top parking level and along the reconfigured Fashion Square Lane alignment.

In addition to the retail building expansion (with parking), two additional new parking structures would be constructed on the easterly portion of the project site. A new six-level (one-level at grade plus five-levels above grade) would connect to the eastern edge of the new retail construction and would replace existing surface parking immediately south of the existing two-story parking **st**ructure that currently feeds the Macy's department store. A second four-level parking structure, up to a maximum height of 35 feet, will be constructed on the eastern portion of the project site (adjacent to Woodman Avenue) on an area currently developed with surface parking.

EXISTING

PROPOSED

FIGURE 17
PROPOSED BUILDING ELEVATIONS

MAP SOURCE: PLANNING ASSOCIATES, INC.

NORTH

The parking structure will have semi-open levels broken up with horizontal hanging planters which will visually reduce the building massing. The parking structure will be landscaped with terraced greenery cascading from each level.

The parking structure would be dressed with horizontal landscape planters along the Riverside Drive frontage of the upper levels and would have openings separating the parking levels.

The Proposed Project development (including both the retail expansion and the parking structure) will not exceed 75 feet in height, and would be no taller than the adjacent existing Macy's building on site. Nonetheless, a CUP is requested to address the relationship of the easterly edge of the structures to a 45-foot height limit exception at the commercial corner of Riverside Drive and Woodman Avenue. If it is deemed appropriate, the CUP will permit a height deviation to provide a building and parking structure with maximum height no greater than the existing Macy's building and elimination of the requirement to provide a minimum of fifty percent transparent windows along the first floor retail, as no glass along the Riverside Drive frontage is proposed. However, as noted above, this frontage will be architecturally enhanced with a new mosaic color treatment and vibrant landscaping detail.

c. Best Management Practices, Green Strategies, and LEED

The Proposed Project site plan will include project design features (PDFs) specifically designed to reduce urban runoff and associated pollutants. These PDFs include source controls, low impact development concepts, and treatment control best management practices (BMPs) that will be selected and sized in accordance with applicable regulations. At this stage of conceptual design, site-specific BMPs for the Proposed Project have not been finalized, but will be coordinated through the City site plan review, grading permit and building permit processes. Ultimately, site-specific constraints, such as paved surface area needed to meet parking requirements and traffic control and American Disability Act (ADA) requirements and surface and underground utility clearance requirements for the project upgrades, will dictate the final details of the PDFs and BMPs that will be incorporated into the final project design. A more detailed description of the proposed PDFs assumed for the Proposed Project, including those that related specifically to Best Management Practices and "Green Strategies", is provided in Section II: Project Description: G-Proposed Project Design Features and Standard Conditions Assumed In Impact Analysis, of this EIR.

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.[5] LEED is a green building rating system that was designed to guide and distinguish high-performance commercial projects. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. The Proposed Project will implement a variety of design and operational features to achieve LEED certification. As a

[5] U.S. Green Building Council (USGBC). 2007. *Leadership in Energy and Environmental Design.* 19 May 2008 <http://www.usgbc.org/LEED>.

result, the Proposed Project would be proactive in reducing GHG emissions. Examples of specific design features are listed in the Air Quality section.

3. PARKING

Prior development approvals at the shopping center (under ZA-95-0899-CUZ and CPC-94-0287-ZC) established a parking requirement for the entire site at 4.5 parking spaces per 1,000 square feet of GLSF for all retail, restaurant, and office uses. The shopping center has surveyed parking demand on peak shopping days (i.e., weekends during both holiday and non-holiday seasons) for the 2005 and 2006 calendar years. These site-specific surveys show a demand of 4.03 parking spaces per 1,000 square feet GLA. The Proposed Project includes a request for Shared Parking that would establish a revised parking ratio requirement of up to 4.5 parking spaces per 1,000 GLSF. Under the Proposed Project proposal to construct an additional 280,000 GLSF of commercial uses, a minimum of 5,148 parking spaces would be provided across the entire site, representing an minimum increase of approximately 1,235 spaces above the approximate 3,914 parking spaces currently provided on-site.

In addition to increasing the total number of parking spaces, the Proposed Project would reconfigure the location and access to parking to create a more efficient arrangement of parking relative to the shopping center uses. As described above and again summarized below, parking for the Proposed Project will be provided through a combination of both existing and new parking structures constructed as part of the development, and remainder surface parking lots. The Proposed Project will include the following physical improvements to parking facilities:

- The existing southern, three-level parking structure located immediately south of, and serving, the existing shopping center will be demolished and replaced with the retail expansion building, which will include one level of subterranean parking and one level of rooftop parking. This new component will also extend to replace a surface parking lot area immediately east of the demolished parking structure.

- A new six-level (also referred to as the "main") parking structure will be constructed adjacent and easterly to the new retail building and immediately south of the existing two-level Macy's parking structure. The new six-level parking structure, which will be integrated into the new retail component through the subterranean and roof-top levels, will replace an existing surface parking lot.

- A new four-level (also referred to as the "employee" or "east") parking structure, anticipated to accommodate up to approximately 700 parking spaces, will replace existing surface parking along the eastern portion of the project site.

- Other miscellaneous physical improvements to the parking areas include: (1) minor modifications to two existing parking structures (i.e., the Macy's and Bloomingdale's parking structures) to facilitate improved internal access and linkages to new construction; (2) removal of surface parking near the southwest corner of the project site to facilitate traffic flow and safety improvements; and (3) reconfiguration of the remainder surface parking lot areas to integrate with revised circulation plan.

The removal, temporary displacement and establishment of new parking facilities and spaces will be coordinated throughout the Proposed Project construction activities (see Section II: Project Description: F-Project Characteristics, 7-Construction, Grading and Phasing, below) to ensure that adequate on-site parking is available to serve all functional shopping center uses (including patrons and employees) and temporary construction workers.

In addition, during schools days (7 a.m. to 4 p.m.), the shopping center currently 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, for overflow parking needs at the schools. These parking spaces are on a month-to-month agreement and are not made available to students on the weekends or during peak holiday periods. This arrangement would continue on an as-needed basis as determined by the individual schools and would be accommodated through adequate surplus parking available during non-peak operational periods. It is anticipated that this arrangement to provide parking to these schools would be suspended during phase 1 and 2 of project construction but could be reinstated at the end of phase 2.

In addition to a finding that Shared Parking at a ratio of up to 4.5 parking spaces per 1,000 GLSF is appropriate, a CUP is requested to deviate from the restriction on tandem parking in association with the Commercial Corner designation (see discussion under entitlements above). The tandem parking spaces would be provided in association with a valet drop-off and pick-up system for convenience of patrons.

4. PROJECT LANDSCAPING/LIGHTING/SIGNAGE

Existing vegetation on the site is limited to landscaping associated with the existing development and trees that buffer the site from the adjacent Ventura Freeway on the south. The project will require the removal of 45 mature trees, 7 of which are in poor health, located adjacent to the Freeway that were installed after construction of the existing shopping center. Upon completion of project construction, any mature trees removed during construction will be replaced on a 1:1 basis with comparable mature trees, per the LAMC and in accordance with the approved Landscape Plan. Landscaping proposed with the Proposed Project is generally illustrated in *Figure 18: Conceptual Landscape Plan -1* and in *Figure 19: Conceptual Landscape Plan -2*.

The landscape plan for the Proposed Project would focus primarily on the enhancing the Riverside Drive and Hazeltine Avenue frontages at the project site, and the addition of new and replacement landscaping within and adjacent to the newly constructed areas, including driveways and the east surface parking lot. The proposed Conceptual Landscape Plan can be described as consisting of three landscape elements: (1) perimeter landscaping; (2) internal landscaping; and (3) architectural accent landscaping. Perimeter landscaping includes landscaping within the required (per LAMC) landscape setbacks along the street frontages and site edges. Perimeter landscaping would include street trees and infill ornamental greenery. The internal landscaping elements include ornamental plantings along driveways, walkways and parking areas within the project site. Internal landscaping includes canopy shade trees throughout the surface parking lots, accent plantings to help define driveways and entrances, and plantings to screen service

FIGURE 18
CONCEPTUAL LANDSCAPE PLAN -1

MAP SOURCE: WESTFIELD

FIGURE 19
CONCEPTUAL LANDSCAPE PLAN -2

MAP SOURCE: WESTFIELD

areas and mechanical equipment. Architectural accent landscaping includes planters, espaliers and similar treatments, as well as accent planters and trees at the roof-top parking levels, that are incorporated into the design of the building facades.

The Conceptual Landscape Plan would introduce a more lush, cohesive and robust greenscape treatment along the Riverside Drive and Hazeltine Avenue street frontages than what currently exists (see *Figure 18: Conceptual Landscape Plan -1* and *Figure 19: Conceptual Landscape Plan -2*). 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 intended to provide a more pedestrian-friendly linear banding and provide 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. Approximately seven existing trees in poor health would be removed and replaced. Up to 38 additional trees that would be removed to accommodate new construction would be replaced and are integrated into the landscape plan. The 45 mature trees (which are not protected through any provisions of the LAMC) to be removed during construction would be replaced through the incorporation of trees in the Landscape Plan of comparable maturity. The perimeter landscaping along the street frontages includes a combination of required street trees (e.g., fern pine) intermixed with additional canopy shade (e.g., strawberry tree, jacaranda, or crape myrtle) and iconic accent (e.g., king palm or date palm) trees. Understory plantings, consisting of shrubs, groundcovers and grasses, will be integrated along these edges to relate to the pedestrian experience. Finally, a combination of bamboo screening and espalier evergreen foliage and flowering vines will be incorporated at the building edges to serve as a vegetated backdrop and breakup the building facades. Intermittent wall planters along the sidewalks and parapet planters incorporated into the exterior of the mall and parking structures will offer accents of color and draping foliage.

The Conceptual Landscape Plan proposes a more simplistic landscape treatment internally, with internal landscaping consisting of regularly spaced canopy shade trees within surface parking areas (as on the east side of the project site), and a combination canopy, ornamental accent, and icon specimen trees to define the key parking and driveway edges. To some extent, the internal landscaping elements serve a role in defining vehicular movement and pedestrian access areas. Internal landscaping will also include rooftop and/or open atrium plantings associated with the parking structures and mall expansion building. Such landscaping will consist primarily of shrubs and accent plants in planter containers.

As discussed above, architectural accent landscape plantings will be integrated along building elevations visible from local public streets (i.e., primarily along the north, east and west facing elevations). Architectural accent landscaping will include generous plantings of bamboo in a linear row abutting the building facades to break up the massing of the building faces. Bamboo screening is proposed primarily along the existing mall structures, such as the Riverside Drive faces of the Macy's and Bloomingdale's department store buildings and as a vertical screen of the parking structure along Hazeltine Avenue. Other building façade areas, specifically the mid-section of the existing mall along Riverside Drive, which is sandwiched between the two

department store anchors, will be landscaped with wall-climbing vines trained with a combination of greenscreen, vine cabling and espalier devices. Architectural accent landscaping also includes a series of horizontal planters along parking structure levels and along the Riverside Drive section of the existing mall. Each north-facing parking level of the east-end parking structure by the Macy's department store will be faced with parapet planters to be planted with draping foliage that will serve to soften the visual image of the new parking facilities.

Although enhanced landscaping is proposed along each edge of the project site, due to the assumption that the Commercial Corner designation is applicable, a CUP is requested to deviate from the requirement to provide a five foot landscaped area immediately adjacent to all street frontages. A reduced landscaped setback, to allow a varied width ranging between zero to five feet, is necessary in some locations to accommodate widening of Riverside Drive, which in turn leaves insufficient area to accommodate both pedestrian sidewalks and the required landscaping within the space remaining between the existing buildings. It is intended that extensive incorporation of espalier vines, parapet planters and other plantings which maximize usage of the vertical wall area will generally offset a reduction in landscape depth along street frontages.

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.

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 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. All lighting sources installed under the Proposed Project will be designed such that as much light as possible is contained on site and does not spill onto nearby properties. 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.

The proposed lighting sources are consistent with existing lighting sources at the shopping center and include project identification and way-finding signs; security lighting for the existing building, building entrances, parking structures and surface parking; and vehicular lighting. New entryway and building signage will be consistent with LAMC requirements and/or an approved signage plan.

5. PROJECT UTILITIES AND SERVICE ACCESS

The project site is currently served by City of Los Angeles infrastructure including sanitary sewer, water, and roadway. No expansion of infrastructure in the community is proposed with the Proposed Project.

6. OPERATIONAL CHARACTERISTICS

The operational characteristics of the Proposed Project will be similar to those operational characteristics currently observed with existing commercial retail and restaurant operations. Employees, customers, deliveries and services accessing the project site will be consistent with typical mall operational hours. A CUP is requested to deviate from the standard allowable hours of operation (7:00 a.m. to 11:00 p.m.) to permit uses from 5:30 a.m. to 12 midnight to better accommodate the operation of the shopping center and new restaurants uses. Typical operating hours of the restaurants, which include both lunch and dinner service, would extend from approximately 10:00 a.m. to 11:00 p.m. Monday through Saturday, and 11:00 a.m. to 9:00 p.m. Sunday. However, on special occasions or holidays, the restaurant uses may be open from 5:30 a.m. to 12 midnight, consistent with the request for hours of operation overall for the shopping center. The retail uses in the center will continue to operate in accordance with the existing hours of operation (7:00 a.m. to 11:00 p.m.), except for the occasional temporary expanded hours (consistent with the overall operational hours of the shopping center) of operation for holidays and special events.

The Proposed Project will include several ancillary facilities within the shopping center. For example, the shopping center will continue to provide a room open to use/reservation by the community. The new community room, to be located in the new southern retail expansion building, will replace the existing community room located on the east end surface parking lot. The Proposed Project will also provide new showers, lockers, and bike storage facilities for employees. The project will provide at least 2 showers per gender and lockers for each gender. Further, the Proposed Project is estimated to generate approximately 2,590 employees at the site daily, an increase of approximately788[6] employees over existing uses.

7. GRADING, CONSTRUCTION AND PHASING

Construction is planned for completion in the year 2012, while full occupation of the development may not stabilize until the year 2013. The Proposed Project would be completed as a single-event project staged through four phases over an approximate 36 to 48-month period see discussion below). Construction activities will generally occur between the hours of 7:00 a.m. and 9:00 p.m. during weekdays and 8:00 a.m. and 6:00 p.m. on Saturdays.

The Proposed Project will be implemented in four key phases, as follows:

> *Phase One* – This phase includes demolition of portion of easterly surface parking lot and establishment of construction staging area on the un-demolished portion of this lot, and construction of the easterly, four-level parking structure adjacent to Woodman Avenue. Construction of Phase One is anticipated to be initiated in early 2009 and extend for an approximate six-month timeframe.
>
> *Phase Two* – This phase will be implemented as a series of functional sub-phases timed to assist with the transition of work areas. Construction of new main, six-level parking

[6] HR&A Advisors, Inc. 2008 (March 3). Letter "Re: Direct Employment Estimate for the Fashion Square Expansion Project" to D. Steinert (Planning Associates, Inc.). [See Appendix J of this Draft EIR]

structure south of existing two-level Macy's parking structure will take place during this phase. New main parking structure will incorporate temporary construction-stage modifications to the design in order to temporarily accommodate construction equipment access, emergency vehicle access, and safe pedestrian circulation. For example, a portion of the second level will be excluded in order to provide adequate height clearance for construction equipment. Also, an enclosed dedicated pedestrian walkway through the construction zone will be installed to ensure safety and enhance convenience for shopping center users parked at in the east parking structure. To coincide with the completion of the main parking structure, access from Riverside Drive will be modified. These modifications include alterations to the Macy's parking structure, the creation of the new Matilija Avenue entrance and signal, including traffic diverter on the north side of Riverside Drive and closure of the western Riverside Drive driveway. Construction of Phase Two is anticipated to be initiated in approximately January 2010 and completed prior to the year-end 2010 holiday shopping season.

Phase Three – This phase will involve demolition of the existing three-level south parking structure south of the existing main section of the shopping center and construction of the new two-level retail building, including one level of subterranean parking and one level of roof-top parking. During this phase, the new westerly Riverside Drive driveway will be installed in coordination with the re-activation of the tunnel (located easterly of the Bloomingdale's department store) leading to the new subterranean parking level. The relocation and establishment of new loading docks will be coordinated through this phase. The implementation of the Landscaping Plan and building façade improvements along the Riverside Drive and Hazeltine Avenue frontages will also be implemented. Toward the completion of this phase, coordination and implementation of any necessary off-site roadway improvements, along Hazeltine Avenue, Riverside Drive and Woodman Avenue, to address initial traffic demands will be implemented. This phase would be initiated in early 2011 and could take up to twenty months for completion. Anticipated completion would be by Fall 2012.

Phase Four – This phase will include the removal of temporary and interim construction staging elements and finishing of the main parking structure. The Fashion Square Lane internal road system will be finalized and fully operational. Anticipated completion would be by Fall 2012.

Each project construction phase is anticipated to include three primary construction steps during the construction process: demolition of any necessary existing structures, grading and preparation of the site, and construction of the Proposed Project structures. Construction activities would be coordinated to balance space limitations on site, phasing of construction to retain operation of the existing shopping center and appropriate parking during construction, and general construction phasing techniques. The limits of each of these construction phases is shown on *Figure 20: Construction Phasing*.

To maintain the required parking during the construction stage, the Proposed Project will implement a number of strategies to temporarily increase parking on the project site. These

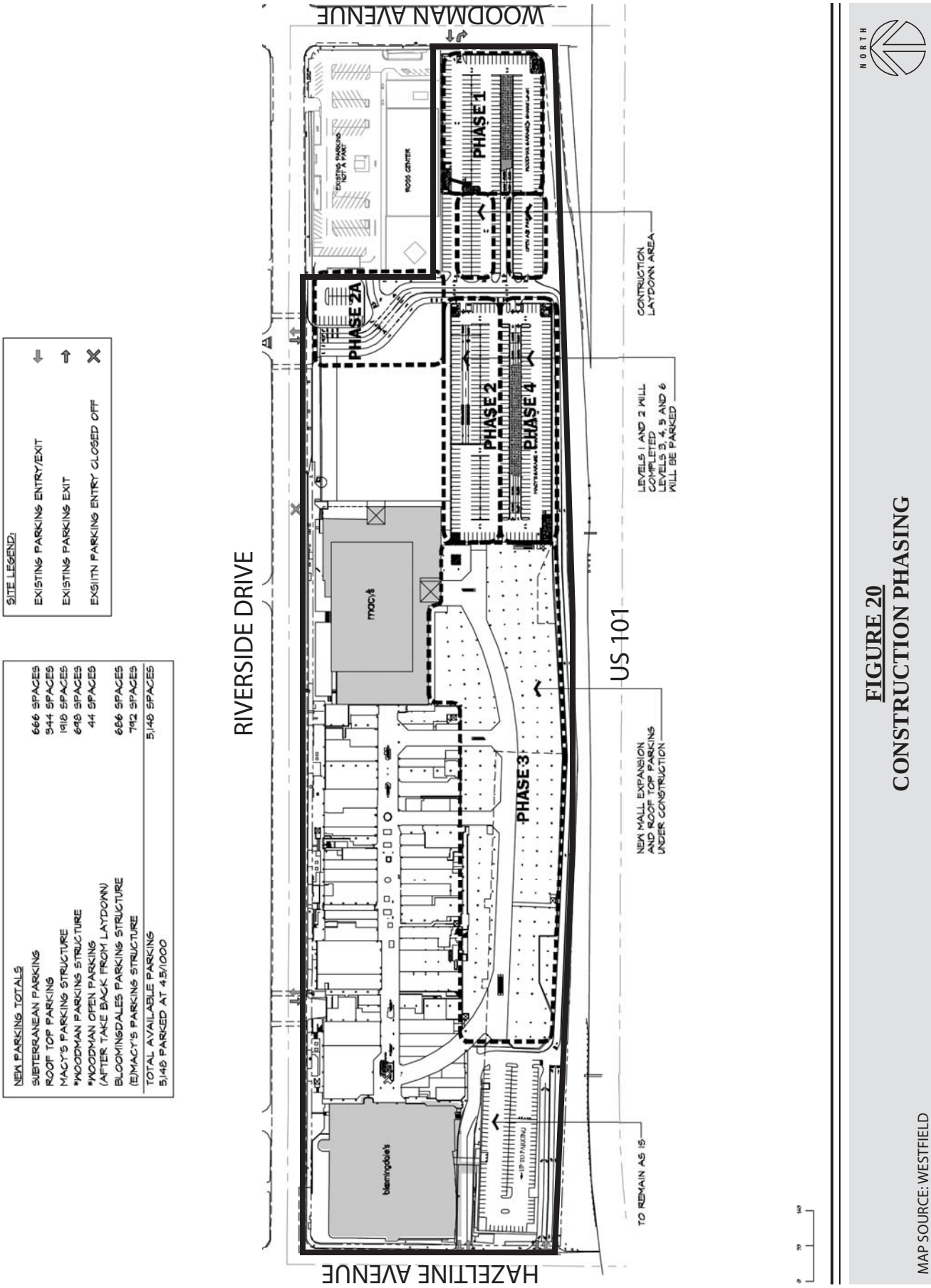


FIGURE 20
CONSTRUCTION PHASING

strategies are anticipated to include strategic phasing of construction stages, the use of valet parking, stacked parking, shuttles and a dedicated pedestrian walkway from the new eastern parking structure, and if necessary, contingency off-site parking during construction at the adjacent Sunkist site on Hazeltine Avenue. During construction, workers will be required to park in designated areas to prevent impacts to the nearby residential areas. Construction activities will be staged and coordinated to: (1) ensure that at no time during the construction activities, will available parking fall below 2,800 parking spaces (the identified non-holiday demand level for the center), (2) construction of parking facilities will be constructed first, (3) parking facilities construction will be timed so that their construction will not occur during peak holiday seasons, and (4) construction will be sequenced such that a parking ratio of 4.5 parking spaces per 1,000 GLSF will be provided during peak holiday seasons. Retention of the 4.5 parking spaces per 1,000 GLSF during peak holidays and 2,800 spaces during the remainder of the year will ensure that the availability of parking spaces coincides with the level of on-going shopping center uses.

Demolition of the existing southerly, three-story parking structure that feeds the shopping center and construction of the proposed retail/restaurant expansion buildings will generate construction waste. During construction activities the applicant will recycle a minimum of fifty percent of both demolition and construction materials in order to reduce waste materials being transported to landfills serving the project area. In an effort to minimize the amount of construction waste being taken to landfills, the applicant will require primary construction contractors to provide separate receptacles for materials that can be recycled such as wood scraps, metal scraps, and cardboard. Individual contractors will be required to emphasize diversion planning to ensure that the maximum amount of recyclable materials are separated and placed in the appropriate bins. Some of these materials may be temporarily stockpiled at the project site until they are either incorporated into the new construction and/or removed for off-site recycling.

Construction debris from demolition of existing parking areas, and earth from excavation will require that dirt and materials be removed from the site. An approved haul route during construction activity from the project site will be required. Trucks entering the jobsite will take the following route, entering the site at the Woodman Avenue entrance on the south side of the property:

- Exit 101 Freeway at Van Nuys Boulevard going north;
- Take right onto Riverside Drive, heading east;
- Take right onto Woodman Avenue, heading south;
- Take right onto property at Woodman Avenue entrance.

The route will be modified slightly during the period in which the Riverside Drive entry is closed to the public by allowing the trucks to enter at the Riverside Drive Entry in lieu of the Woodman Avenue Entry.

Trucks exiting the jobsite will take the following route:

- Exit Woodman Avenue entrance on the south side of property;
- Right onto Woodman Avenue, heading south;
- Right onto 101 Freeway, heading west.

Grading of the site is expected to entail minor cuts and fills from the existing grades to establish the building pads and to provide surface drainage of the site. No soils are expected to be imported to the project site, however, an estimated 147,016 cubic yards of earth materials from site excavation will be required. During grading operations, the Proposed Project would utilize sonic pile driving equipment to construct some of the proposed structures (i.e., the six-level parking structure). The use of pile drivers will minimize the need for extensive excavation work.

Construction activities generating noise are prohibited between the hours of 9 p.m. and 7 a.m. The City of Los Angeles Noise Control Ordinance (No. 144,331), which applies to construction activities being undertaken within 500 feet of a residential zone, prohibits noise that is "loud, unnecessary, and unusual, and substantially exceeds the noise customarily and necessarily attendant to the reasonable and efficient performance of work." Construction activities will be scheduled in compliance with City regulations.

To further reduce potential construction noise impacts, a temporary construction barrier up to ten feet in height may be erected along portions of the northern property line (Riverside Drive).

II. PROJECT DESCRIPTION

G. PROPOSED PROJECT DESIGN FEATURES AND STANDARD CONDITIONS ASSUMED IN IMPACT ASSESSMENT

CEQA Guidelines, Section 15126.4(A), "The discussion of mitigation measures shall distinguish between the measures which are proposed by project proponents to be included in the project and other measures proposed…which are not included but the lead agency determines could reasonably be expected to reduce adverse impacts if required as conditions of approving the project." This EIR clarifies these "conditions" into Project Design Features (PDFs) and Standard Conditions of Approval (SCAs) and has utilized this information to support reasonable assumptions about the Proposed Project. PDFs and SCAs, as used herein, are defined more specifically as follows:

Project Design Features - PDFs are specific design and/or operational characteristics proposed by the project applicant that are assumed as a part of the Proposed Project, and which could reasonably be assumed to contribute toward the prevention and/or reduction of potential environmental effects. Because PDFs are incorporated into the project, they do not constitute mitigation measures. However, without their implementation, significant impacts could result. As such, PDFs that would specifically or cumulative ensure that impacts are reduced to less than significant levels are also incorporated into the Mitigation Program to ensure that they are implemented as a part of the Proposed Project.

Standard Conditions of Approval - SCAs are existing requirements and extant standard conditions that are based on local, state, or federal regulations or laws that are frequently required independently of CEQA review and serve to offset or prevent specific impacts. Typical standard conditions and requirements include compliance with the provisions of the Uniform Building Code, South Coast Air Quality Management District Rules, local agency fees, etc. The City may impose additional conditions during the approval process, as appropriate. Because SCAs are neither project specific nor a result of development of the project site, they are generally not considered as either a PDF or Mitigation Measure. However, since these regulations are required by law, they will be incorporated as part of the Mitigation Monitoring and Reporting Program to ensure compliance and to confirm their implementation as part of the Proposed Project.

The analysis in this DEIR assumes that, unless otherwise stated, the Proposed Project will be designed, constructed and operated following all applicable laws, regulations, ordinances and formally adopted City standards (e.g., *Los Angeles Municipal Code* and Bureau of Engineering *Standard Plans*), as well as with all applicable statewide regulations. It is also assumed that construction will follow the uniform practices established by the Southern California Chapter of the American Public Works Association (e.g., *Standard Specifications for Public Works Construction* and the *Work Area Traffic Control Handbook*) as specifically adapted by the City of Los Angeles (e.g., The City of Los Angeles Department of Public Works *Additions and Amendments to the Standard Specifications For Public Works Construction* (AKA "The Brown Book," formerly Standard Plan S-610)).

Applicable PDFs and SCAs that were considered in the analysis of potential environmental impacts are discussed in each issue section of the DEIR. However, a complete compilation of the PDFs and SCAs is also provided below.

1. PROJECT DESIGN FEATURES (PDFs)

The analysis assumes that the following Project Design Features are supported by the Proposed Project:

Aesthetics and Visual Resources PDFs

- 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.

- 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.

- The Final Expansion Project Landscape Plan shall include the installation of healthy mature trees for all replacement trees and new landscaping along Riverside Drive.

- 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.

- 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.

- 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.

Air Quality PDFs

- 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.[7] LEED is a green building rating system that was designed to guide and distinguish high-performance commercial projects. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. The Proposed Project will implement a variety of design and operational features to achieve LEED certification. As a result, the Proposed Project would be proactive in reducing GHG emissions. Examples of design features to be implemented for the Proposed Project in order to achieve LEED certification include, but are not limited to, the following or their equivalent:

    - A construction activity pollution prevention program.
    - Encouraging the use of mass transit.
    - Providing transportation amenities, such as alternative fueling stations, carpool/vanpool programs, bicycle racks, and showering/changing facilities.
    - Implementing a stormwater management plan that reduces impervious cover, promotes infiltration, and captures and treats the stormwater runoff from 90 percent of the average annual rainfall using acceptable best management practices.
    - Adopting site lighting criteria to maintain safe light levels while avoiding off-site lighting and night sky pollution, minimizing site lighting where possible, and reducing light pollution.
    - Providing tenants with a description of the sustainable design and construction features incorporated in the core and shell project.
    - Using high-efficiency irrigation technology or reducing potable water consumption for irrigation by 50 percent by using a combination of plant species factor, irrigation efficiency, use of captured rainwater, use of recycled wastewater, and use of water treated and conveyed by public agency specifically for non-potable uses.

[7] U.S. Green Building Council (USGBC). 2007. *Leadership in Energy and Environmental Design.* 19 May 2008 <http://www.usgbc.org/LEED>.

- Employing strategies that, in aggregate, use 20 percent less water than the water use baseline calculated for the building (not including irrigation) after meeting the Energy Policy Act of 1992 fixture performance requirements.
- Designing the building envelope and building system to maximize energy performance.
- Selecting refrigerants that reduce ozone depletion while minimizing direct contributions to global warming.
- Implementing a construction waste management plan that identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or comingled. The waste management plan would include recycling and/or salvaging at least 50 percent of non-hazardous construction and demolition debris.
- 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.

- The Proposed Project would install carbon monoxide and airflow measurement equipment that would transfer the information to the HVAC system and/or Building Automation System to trigger corrective action, if applicable, and/or use the measurement equipment to trigger alarms that inform building operators or occupants of a possible deficiency in outdoor air delivery. Installation of such a system in areas where carbon monoxide concentrations may escalate (such as in the vicinity of loading docks or valet parking drop-offs) would improve both indoor and localized "hotspot" air quality.

- 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.

- The Proposed Project would provide a shuttle service connecting the site to a nearby Orange Line station (e.g., Van Nuys Boulevard). This service could be provided by either the provision of a private shuttle or the funding of extended hours for the existing Los Angeles Department of Transportation (LADOT) DASH line. The Orange Line shuttle would complement existing transit services (i.e., the LADOT DASH service) such that the shuttle would operate during hours when other public transit services connecting the site to the Orange Line are not available (e.g., during weekdays evenings and general weekend hours). The shuttle would operate during regular shopping center hours corresponding with periods of peak parking demand at the site and peak holiday season demand (i.e., everyday during the holiday shopping period between November 15 and January 1, and every Saturday/Sunday throughout the year).

Geology and Soils PDFs

- The Proposed Project would incorporate permeable (porous) pavement materials in specific locations that would allow water to drain down to the underlying soil and reduce the volume of wet weather urban runoff. This could include a combination of porous concrete, pervious asphalt, pervious pavers, grass/gravel pavers, and crushed stone, which would be incorporated into the landscape plan and design of surface parking areas, as functionally appropriate.

Hazardous Materials and Man-Made Hazards PDFs

Many of the PDFs identified in Section IV: Environmental Impact Analysis: E-Water Resources, will also serve to reduce or eliminate potential environmental concerns related to hazardous materials and man-made hazards.

Water Resources (Hydrology, Water Quality and Water Supply) PDFs

- The Proposed Project would incorporate a range of "green strategy" project design features for water quality and hydrologic impacts that would include site design, source control, and treatment control BMPs that would be incorporated into the project.

- In accordance with the SUSMP requirements, the Proposed Project would meet (or exceed) all minimum site design and source control BMPs.

- The Proposed Project would 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 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.

- The Proposed Project would 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.

- The Proposed Project would 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.

- The Proposed Project would 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.

- The Proposed Project would employ media filtration to separate and filter fine particulates and associated pollutants from captured stormwater to the extent feasible.

- The Proposed Project will incorporate a series of measures that will reduce water consumption and resulting waste water. These include implementation of "smart irrigation" systems that are customized to accommodate specific plant area and control water based on information from weather forecasts. Compliance with the City Xeroscape requirements to reduce water demand. The project will also include water conservation through installation of efficient plumbing fixtures including low flow and dual flush toilets, waterless urinals, and on touch faucets with short "on" cycles and efficiency aerators.

Land Use, Planning and Urban Decay PDFs

- The project design seeks to promote a "high end" atmosphere, both through the type of tenants that will be located within the development and through the attention to architectural detail and landscape enhancements that promulgate a positive community ambience.

- The Proposed Project would incorporate architecture and landscape design features that will be sensitive and non-intrusive to the surrounding residential community.

- The Proposed Project design incorporates features targeted to effectuate an appropriate transition between large-scale commercial development and the nearby single-family residential neighborhoods.

- The Proposed Project design incorporates a substantial setback and building stepback (of the east parking structure) that ensures the project interfaces with residential uses would be compatible in scale by complying with required height limitations and incorporating building setbacks.

- The Proposed Project incorporates architectural building façade treatment and landscaping that would break up and minimize the scale of both new and existing commercial structures fronting Riverside Drive.

- The Proposed Project building development would enhance and bolster the existing land use buffer between the Ventura (US 101) Freeway and residential areas to the north. The shopping center development functions as a physical barrier from the freeway; new construction would further reinforce this buffer as the new east parking structure (south of Macy's department store) would interrupt the line-of-sight of the freeway from the residential neighborhood, thereby reducing visual and noise effects from traffic along the freeway.

- The Proposed Project would promote community and neighborhood revitalization by reinforcing the economic vitality of the project area, which in turn contributes toward the overall longevity of the residential neighborhoods.

- The Proposed Project, through the provision of a broader range of commercial retail and restaurant uses, would expand the availability of complementary commercial services, thereby maintaining the relationship of a commercial center within convenient proximity to community residents and reinforcing the community core concept.

- The Proposed Project would establish new commercial in-fill development within a long established commercial anchor of the Sherman Oaks community, thereby resulting in a more efficient utilization of the limited land resources within the community and avoiding the potential displacement of other land uses.

- The Proposed Project would provide architectural, landscape, signage and access improvements that would facilitate and distinguish the identity of the shopping center, while reflecting a modernized and distinctive character for the local community.

- The Proposed Project would support pedestrian activity through implementation of site access and circulation improvements that minimize pedestrian conflicts through consolidated driveways and facilitating pedestrian accessibility through and increased

number and improved design of mall entrances. Pedestrian friendliness would be enhanced through an extensive landscape treatment along the Riverside Drive and Hazeltine Avenue frontages that would create a pleasant street experience for pedestrians, encourage improved natural surveillance for a safer environment, and upgrade adjacent transit stops with attractive and comfortable street furniture.

- The Proposed Project and ongoing operation of the shopping center would provide benefits equivalent to a Business Improvement District (BID) at the project site because the current mall association provides continued security, site monitoring for safety and general state of conditions, litter removal and maintenance of the physical facilities in a manner that mirrors, if not exceeds, the level of benefit that would be provided through an independent BID.

- The Proposed Project would be maintained as a closed mall campus with controlled access points and operational hours.

- The Proposed Project would 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.

- The Proposed Project would incorporate a range of "green strategy" project design features for water quality and hydrologic impacts that would include site design, source control, and treatment control BMPs that would be incorporated into the project.

- The Proposed Project would be located within close proximity (less than ½ mile) from other key community services, thereby adding to efficient development densities and community connectivity within the North Sherman Oaks community. Further, the Proposed Project development and other proximate services would be conveniently accessible by local residents through an improved pedestrian access plan (i.e., cross walk at Matilija Avenue/Riverside Drive, and aesthetic treatment along Riverside Drive frontage), and accessible by more distant residents and employees through enhanced public transit options/amenities (i.e., upgraded bus stops, and coordinated bus schedules through MTA). Efficient development densities, accomplished through the consolidation and intensity of community services in the project area, contributes toward improved energy efficiency, vehicle trip reduction, vehicle miles traveled reduction, air pollutants reduction, and consistency with local and regional planning programs.

- The Proposed Project would be located within approximately 2 miles from the Metro Orange Line (Express Busway) Valley College and Woodman Stations and adjacent to stops for the MTA Routes 96 (Downtown LA to Sherman Oaks) and 158 (Chatsworth to Sherman Oaks), and LADOT Dash Route for Van Nuys/Studio City, thereby making the project site a reasonable distance to access a range of alternative transportation options for public transportation access.

- The Proposed Project would 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) would be recycled and/or salvaged. Excavated/exported soil would be transferred off-site as clean fill rather than landfilled. Organic landclearing debris (i.e., trees to be removed) would be processed as greenwaste. The CWMP would consider 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 would 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. Further, the CWMP would identify construction haulers and recyclers to handle the designated materials. Consistent with the intent to minimize waste, the CWMP would also establish a minimum project goal of 10% (post-consumer and ½ pre-consumer) for recycled content construction materials and identify material suppliers that can achieve this goal. During construction, the developer would ensure that the specified recycled content materials would be installed. The CWMP would 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 would ensure that the specified local materials would be installed and quantify the total percentage of local materials installed.

- The Proposed Project includes the provision of a new community room which would be made available to the surrounding Sherman Oaks community and offset a potential increase demand on recreational facilities for community meeting space needs.

- The Proposed Project would 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.

- The Proposed Project would provide funds for the implementation of a Neighborhood Protection Program (NPP) that focuses on the prevention of "cut through" traffic in the residential neighborhoods north of the project site (across Riverside Drive). The NPP would seek to maintain the quality of the residential area through traffic control and traffic calming measures.

- The Proposed Project would 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 strengthen community linkages to surrounding uses and support non-motorized vehicle travel options.

- 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.

- The Proposed Project would result in the addition of more 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).

- The Proposed Project would 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.

- The Proposed Project would 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.

- The Proposed Project would 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.

- The Proposed Project would 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.

- The Proposed Project would employ media filtration to separate and filter fine particulates and associated pollutants from captured stormwater.

- 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.

- The Proposed Project would designate an area for recyclable collection and storage that is appropriately sized and located in a convenient area to serve mall tenants. The Fashion Square Mall Association would consider employing cardboard balers, aluminum can crushers, recycling chutes and other waste management technologies to further enhance and manage a recycling program at the shopping center.

- The Proposed Project would install carbon monoxide and airflow measurement equipment that would transfer the information to the HVAC system and/or Building Automation System to trigger corrective action, if applicable, and/or use the measurement equipment to trigger alarms that inform building operators or occupants of a possible deficiency in outdoor air delivery. Installation of such a system in areas where carbon monoxide concentrations may escalate (such as in the vicinity of loading docks or valet parking drop-offs) would improve both indoor and localized "hotspot" air quality.

Noise PDFs

- The project will include certain features to reduce exposure of sensitive receptors to operational noise. For example, mechanical equipment would be enclosed or located on roofs, and mechanical equipment noise would not be audible off-site. In addition, the new loading dock 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).

Public Services (Fire and Police) PDFs

- 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.

- The Proposed Project shall be maintained as a closed mall campus with controlled access points and operational hours.

- 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.

- 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.

- 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.

- The Proposed Project shall provide sufficient off-street parking for all building employees and anticipated patrons and visitors, thereby minimizing the potential for parking conflicts on off-site locations and providing parking within a controlled environment that can be monitored by on-site patrol and surveillance operations.

- 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.

- Fashion Square Lane will be reconfigured and improved to provide a minimum of two unobstructed vehicle travel lanes (one per each direction) for its entire length along the south edge of the shopping center from Hazeltine Avenue to Riverside Drive. This fire lane shall be unobstructed except for the connection from the existing west parking structure to the new mall. However, this limited area shall have a minimum vertical clearance of 17 feet.

- New Proposed Project buildings, including parking structures, shall be fully sprinklered.

Public Utilities (Solid Waste) PDFs

- The Proposed Project would 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) would be recycled and/or salvaged. Excavated/exported soil would be transferred off-site as clean fill rather than landfilled. Organic landclearing debris

(i.e., trees to be removed) would be processed as greenwaste. The CWMP would consider 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 would 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. Further, the CWMP would identify construction haulers and recyclers to handle the designated materials. Consistent with the intent to minimize waste, the CWMP would also establish a minimum project goal of 10% (post-consumer and ½ pre-consumer) for recycled content construction materials and identify material suppliers that can achieve this goal. During construction, the developer would ensure that the specified recycled content materials would be installed. The CWMP would 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 would ensure that the specified local materials would be installed and quantify the total percentage of local materials installed.

- The Proposed Project would designate an area for recyclable collection and storage that is appropriately sized and located in a convenient area to serve mall tenants. The Fashion Square Mall Association would consider employing cardboard balers, aluminum can crushers, recycling chutes and other waste management technologies to further enhance and manage a recycling program at the shopping center.

- The Proposed Project will implement a recycling program, which include recycling of more the 90% of corrugated cardboard waste, which is the single largest component of the shopping centers waste. The Proposed Project will also implement a program to separates water from organic waste in the food preparation process through "pulper" equipment. This reduces fuel cost in transporting the waste.

- The application of LEED certifiable measures (see above) would incrementally result in further reduction of solid waste and the long-term impact to local landfills. The Proposed Project will implement a variety of design and operational features, including waste recycling and stream reduction programs, to achieve LEED certification.

Traffic, Circulation and Access PDFs

- While not required to mitigate a significant traffic impact, the Project Applicant will seek LADOT approval to install a traffic signal at the new Riverside Drive/ Fashion Square Lane access at Matilija Avenue to facilitate vehicular movements to and from the project site.

- Pedestrian crossings at Riverside Drive/Matilija Avenue

- In addition to the TDM measures described above that satisfy the requirements of Section 12.26 J, the Proposed Project will voluntarily implement the following

demand management services related to the Orange Line Shuttle to further reduce vehicle trips and parking demand at the site. The Proposed Project will 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).

- Although not required to mitigate adverse project impacts, the project applicant, in consultation with LADOT, has volunteered to fund the development and implementation of a Neighborhood Traffic Management Plan (NTMP) to address potential existing and future regional "cut-through" traffic on residential streets north of the project site, which may encompass the area generally bounded by Magnolia Boulevard to the north, Riverside Drive to the south, Hazeltine venue to the west and Woodman Avenue to the east. The following is a discussion of the sequential steps typically followed by LADOT in implementing the NTMP.

  - Deposit Funds. Prior to issuance of a Building Permit for the Proposed Project, the project applicant will be required to deposit funds in a separate account maintained by LADOT designated for use in funding the NTMP. The exact amount will be determined by LADOT and will reasonably cover the likely costs of the measures.

  - Stakeholders Meeting. Following establishment of the NTMP account, a group consisting of representatives from LADOT, the Council Office, and the residential community north of the project site will meet to discuss the goals, opportunities and constraints of the NTMP. As needed, follow-up meetings may be conducted with other City departments (Public Works, Fire Department, Police Department, etc.).

  - Data Collection and Initial Plan Formulation. Based on the input received at the stakeholders meeting, LADOT will commence with conducting appropriate studies (traffic observations, traffic counts, vehicle speed surveys, accident research, commercial parking intrusion, etc.) to assess existing traffic conditions on the residential streets north of the project site. The studies will be based on studies conducted for the EIR as well as other studies deemed necessary by LADOT. Following collection of the data and based on their professional experience, LADOT will prepare for the stakeholders an initial NTMP for implementation prior to completion of the Proposed Project.

- Neighborhood Concurrence. As some of the measures that may be recommended within the initial NTMP (e.g., installation of speed humps, implementation of permit parking districts) may, by LADOT policy, require majority or super-majority consent of affected property owners (at least two-thirds), LADOT will work with the stakeholders to survey the appropriate residents to determine if there is support to implement the specific measures.

- Implementation and Follow-Up Studies. LADOT will implement the initial NTMP (including those measures authorized by the affected residents) prior to the completion of the Proposed Project. Following a reasonable period of time after opening of the Proposed Project, LADOT will meet with the stakeholders to review traffic experiences since the implementation of the NTMP and opening of the Proposed Project. As needed, additional review and studies may be conducted by LADOT based on the effectiveness of the initial NTMP and/or traffic and parking issues related to the shopping center.

- Updated NTMP. Based on the follow-up studies, LADOT will present to the stakeholders their recommendations for an updated NTMP. Following review by the stakeholders, and with consent of the affected residents (if required), the updated NTMP will be implemented.

- To further alleviate potential inconvenience existing in the area which lead to non-project related cut-through traffic the Proposed Project has volunteered to design and install protected/permissive left-turn traffic signal phasing for Hazeltine Avenue at its intersection with Riverside Drive to improve current safety and traffic flow at this intersection (i.e., all approaches to the intersection). The southbound left-turn phasing on Hazeltine Avenue is currently under construction by LADOT. The Project Applicant will volunteer to implement the installation of the protected/permissive left-turn phasing at the remaining approaches to the intersection (i.e., northbound approach on Hazeltine Avenue and eastbound and westbound approaches on Riverside Drive).

- Design and install upgraded traffic delineators along Hazeltine Avenue between Riverside Drive and Fashion Square Lane using "quik-kurb" or similar installation approved by LADOT.

2. STANDARD CONDITIONS OF APPROVAL (SCAs)

The analysis assumes that the Proposed Project will be constructed and operated in accordance with all applicable codes, regulations and standard practices, including the following:

Aesthetics and Visual Resources SCAs

- As required by LAMC Section 12.40, the site will be required to prepare a Landscape Plan which will address replacement of removed trees.

- 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.

Air Quality SCAs

- 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.

- The Proposed Project will comply with applicable SCAQMD regulations and standards. The SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards in the district. Programs that were developed include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

Geology and Soils SCAs

- Design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

- All grading and earthwork shall be performed in accordance with the Grading Ordinances of the City of Los Angeles and the applicable portions of the General Earthwork Specifications in an approved Geotechnical Report.

- Areas of known or potential liquefaction are required to provide mitigation as defined in Public Resources Code Section 2693(c).

Hazardous Materials and Man-Made Hazards SCAs

- The Proposed Project shall comply with SCAQMD Rule 1403 regulating the removal of ACMs from on-site buildings.

- The Proposed Project shall comply with Construction Safety Orders 1532.1(pertaining to lead) from Title 8 of the California Code of Regulations as well as other applicable federal, state and local rules and regulations.

In addition, standard conditions and regulatory requirements described in Section IV: Environmental Impact Analysis: E-Water Resources, would also address regulations that affect the use/storage of hazardous materials.

Water Resources (Hydrology, Water Quality and Water Supply) SCAs

- The City of Los Angeles Development Best Management Practices Handbook, Part A Construction Activities (3rd Edition), adopted by the Los Angeles Board of Public Works on September 29, 2004, and associated ordinances 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.

- City of Los Angeles Ordinance No. 172,176 and Ordinance No. 173,494 specify Stormwater and Urban Runoff Pollution Control which requires the application of Best Management Practices (BMPs). Los Angeles Municipal Code, Chapter IX, Division 70 addresses grading, excavations, and fills. The Proposed Project will meet the applicable requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board (LARWQCB), including the sections related to commercial development and the restaurant industry. The following is LARWQCB's list of stormwater pollution control measures for commercial and restaurant development is required:

  For Commercial development (Lot size 100,000 square feet)

  - Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.

  - Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rates for developments where the increased peak stormwater discharge rate will result in increased potential for downstream erosion.

  - Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.

  - Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.

  - Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.

- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.

- Promote natural vegetation by using parking lot islands and other landscaped areas.

- Preserve riparian areas and wetlands.

- Cover loading dock areas or design drainage to minimize run-on and run-off of stormwater.

- Direct connections to storm drains from depressed loading docks (truck wells) are prohibited.

- Repair/maintenance bays must be indoors or designed in such a way that doesn't allow stormwater run-on or contact with storm water run-off.

- Vehicle/equipment wash areas must be self-contained and/or covered, equipped with a clarifier, or other pretreatment facility, and properly connected to the sanitary sewer.

- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.

- The following activities are to be conducted under proper cover with drain routed to the sanitary sewer:
    - Storage of industrial wastes
    - Handling or storage of hazardous wastes
    - Metal fabrication or pre-cast concrete fabrication
    - Welding, cutting or assembly
    - Painting, coating or finishing

- Reduce impervious surface area by using permeable pavement materials where appropriate including pervious concrete, unit pavers, and granular materials.

- Store above ground liquid storage tanks (drums and dumpsters) in areas with impervious surfaces in order to contain leaks and spills. Install a secondary containment system such as berms, dikes, liners, vaults, and double-wall tanks. Where used oil or dangerous waste is stored, a dead-end sump should be installed in the drain.

- Toxic wastes must be discarded at a licensed regulated disposal site. Store trash dumpsters either under cover and with drains routed to the sanitary sewer or use non-leaking and water-tight dumpsters with lids. Use drip pans or absorbent materials whenever grease containers are emptied. Wash containers in an area with properly connected sanitary sewer.

- Reduce and recycle wastes, including paper, glass, aluminum, oil and grease.

- Reduce the use of hazardous materials and waste by using detergent-based or water-based cleaning systems, and avoid chlorinated compounds, petroleum distillates, phenols, and formaldehyde.

- Convey runoff safely from the tops of slopes and stabilize disturbed slopes.

- Utilize natural drainage systems to the maximum extent practicable.

- Control or reduce or eliminate flow to natural drainage systems to the maximum extent practicable.

- Stabilize permanent channel crossings.

- Protect slopes and channels and reduce run-off velocities by complying with Chapter IX, Division 70 of the Los Angeles Municipal Code and utilizing vegetation (grass, shrubs, vines, ground covers, and trees) to provide long-term stabilization of soil.

- Cleaning of vehicles and equipment to be performed within designated covered or bermed wash area paved with Portland concrete, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connect sanitary sewer with a CPI type oil/water separator. The separator unit must be designed to handle the quantity of flows, removed for cleaning on a regular basis (at least twice a year) to remove any solids, and the oil absorbent pads must be replaced regularly, once in fall just before the wet season, and in accordance with manufacturer specifications.

- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as "NO DUMPING - DRAINS TO THE OCEAN") and/or graphical icons to discourage illegal dumping.

- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.

- Legibility of stencils and signs must be maintained.

- Materials with the potential to contaminate stormwater must be:
  - Placed in an enclosure such as, but not limited to, a cabinet, shed or similar stormwater conveyance system; or
  - Protected by secondary containment structures such as berms, dikes or curbs.

- The storage area must be paved and sufficiently impervious to contain leaks and spills.

- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.

- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General Form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturers instructions.

- Cut and fill slopes in designated hillside areas shall be planted and irrigated to prevent erosion, reduce run-off velocities and to provide long-term stabilization of soil. Plant materials include grass, shrubs, vines, ground covers and trees.

- Incorporate appropriate erosion control and drainage devices such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by LAMC Section 91.7013. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing rock outlet protection. Rock outlet protection is a physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe outlet. Inspect, repair, and maintain the outlet protection after each significant rain.

- Trash container areas must have drainage from adjoining roofs and pavement diverted around the area(s).

- Trash container areas must be screened or walled to prevent off-site transport of trash.

- Reduce impervious land coverage of parking lot areas.

- Infiltrate runoff before it reaches the storm drain system.

- Runoff must be treated prior to release into the storm drain. Three types of treatments are available: (1) dynamic flow separator; (2) filtration; or (3) infiltration. Dynamic flow separators uses hydrodynamic force to remove debris, and oil and grease, and are located underground. Filtration involves catch basins with filter inserts. Filter inserts must be inspected every six months and after major storms, cleaned at least twice a year. Infiltration methods are typically constructed on-site and are determined by various factors such as soil types and groundwater table.

- Prescriptive methods detailing BMPs specific to this project category are available. Applicants are encouraged to incorporate the prescriptive methods into

the design plans. These prescriptive methods can be obtained at the Public Counter or downloaded from the City's website at: http://www.lastormwater.org.

For Food Service Industry (Restaurants, Bakeries, Food Processors)

- Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.

- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rates for developments where the increased peak stormwater discharge rate will result in increased potential for downstream erosion.

- Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.

- Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.

- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.

- Promote natural vegetation by using parking lot islands and other landscaped areas.

- Preserve riparian areas and wetlands.

- Incorporate appropriate erosion control and drainage devices such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by LAMC Section 91.7013. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing rock outlet protection. Rock outlet protection is a physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe outlet. Inspect, repair, and maintain the outlet protection after each significant rain.

- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.

- Cleaning of oily vents and equipment to be performed within designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type

oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications.

- Store trash dumpsters either under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Wash containers in an area with properly connected sanitary sewer.

- Reduce and recycle wastes, including paper, glass, aluminum, oil and grease.

- Store liquid storage tanks (drums and dumpsters) in designated paved areas with impervious surfaces in order to contain leaks and spills. Install a secondary containment system such as berms, curbs, or dikes. Use drip pans or absorbent materials whenever grease containers are emptied.

- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as "NO DUMPING - DRAINS TO THE OCEAN") and/or graphical icons to discourage illegal dumping.

- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.

- Legibility of stencils and signs must be maintained.

- Materials with the potential to contaminate stormwater must be:
  - Placed in an enclosure such as, but not limited to, a cabinet, shed or similar stormwater conveyance system; or
  - Protected by secondary containment structures such as berms, dikes or curbs.

- The storage area must be paved and sufficiently impervious to contain leaks and spills.

- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.

- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General Form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturers instructions.

- Prescriptive methods detailing BMPs specific to this project category are available. Applicants are encouraged to incorporate the prescriptive methods into

the design plans. These prescriptive methods can be obtained at the Public Counter or downloaded from the City's website at: www.lastormwater.org.

- The Proposed Project would 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.

Title 20 and Title 24 of the California Code of Regulations establish various conservation standards, including standard that relate to water conservation and the protection of water resources. The Proposed Project will be consistent with State requirements for water conservation standards.

Land Use, Planning and Urban Decay SCAs

- 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.

- The Proposed Project shall comply with the draft RIO and/or adopted RIO in effect at the time of project approval.

- In accordance with the SUSMP requirements, the Proposed Project shall meet (or exceed) all minimum site design and source control BMPs.

- 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.

- Consistent with California laws, the Proposed Project shall prohibit smoking in the shopping center buildings, public areas, or exterior areas within 25 feet from entries, outdoor air intakes and operable windows, unless such areas are specifically designated and properly ventilated as a dedicated "smoking area".

Noise SCAs

- The City of Los Angeles Noise Ordinance has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise sensitive land uses. Regarding construction, the LAMC indicates that no construction or repair work shall be performed between the hours of 9:00 p.m. and 7:00 a.m. the following day, since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, apartment or other place of residence.[8] 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.[9] 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.

Public Services (Fire and Police) SCAs

- 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.

Compliance with the LAMC will be required. Many of the LAMC requirements serve to reduce fire safety concerns to less than significant levels.

- 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).

[8] Chapter IV, Article 1, Section 41.40, January 29, 1984 and Chapter XI, Article 2, Section 112.04, August 8, 1996. Los Angeles, City of. 2007 (as amended). *Official City of Los Angeles Municipal Code, Sixth Edition* (LAMC). Cincinnati, OH: American Legal Publishing Corp. 6 June 2008 <http://www.amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:lamc_ca>.
[9] Chapter XI, Article 2, Section 112.05, August 8, 1996. Los Angeles, City of. 2007 (as amended). *Official City of Los Angeles Municipal Code, Sixth Edition* (LAMC). Cincinnati, OH: American Legal Publishing Corp. 6 June 2008 <http://www.amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:lamc_ca>.

- In accordance with the City of Los Angeles building permit review process, definitive plans and specifications shall be submitted to the Fire Department and any requirements for necessary permits shall be satisfied prior to commencement and/or occupation of any portion of the Proposed Project. Typical site plan and building permit requirements would include, but not be limited to, the following:

  - All first story portions of any habitable building shall be within 300 feet of an approved fire hydrant.

  - A building smoke alarm system designed to detect any smoke in the building's air-handling systems shall be installed. The system shall cause an alarm to be announced at the central fire control station.

  - A fire alarm system shall be installed which uses a dependable method of sounding a fire alarm throughout the building.

  - All decorative landscaping surrounding project structures shall use fire-resistant plants and materials.

  - Brush in the area adjacent to proposed development shall be cleared or thinned periodically by the applicant under supervision of the LAFD.

  - New fire hydrants and/or top upgrades to existing fire hydrants shall be installed in accordance with the Los Angeles Fire Code.

  - Adequate public and private fire hydrants will be required. The number and location of these hydrants will be determined by the Fire Department after review of the Plot Plan.

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

  - At least two different ingress/egress roads for each area, which will accommodate major fire apparatus and provide for major evacuation during emergency situations, shall be required.

  - Fire lanes, where required, and dead-ending streets should terminate in a cul-de-sac or other approved turning area. No dead-ending street or fire lane should be greater than 700 feet in length or secondary access shall be required.

  - Construction of public or private roadways in the proposed development shall not exceed 15 percent in grade, unless otherwise approved.

- No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane, unless otherwise approved.

- Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

- Additional vehicular access may be required by the Fire Department where buildings exceed 35 feet in height.

- Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the Fire Department.

- The Project shall utilize standard cut-corners on all turns, if applicable.

- Fire Department access shall remain clear and unobstructed during demolition.

- If applicable, fire lanes and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

- If applicable, where access for a given development requires accommodation of Fire Department apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional six feet of clear space must be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface on the roadway. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.

- Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot, unless otherwise approved.

Public Utilities (Solid Waste) SCAs

- The Propose Project would comply with the Countywide Integrated Waste Management Plan and meet targeted waste stream reduction requirements as provided in the plan.

Traffic, Circulation and Access SCAs

- 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 Proposed Project will 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 the shopping center. The Transportation Coordinator will assist employees in seeking out and arranging for commute alternatives. This includes carpool and vanpool formation, assisting employees with planning trips to work via bus, and locating bike or walking routes to work. The Employee Transportation Center shall provide a bulletin board, display case, or kiosk displaying transportation information where the greatest number of employees are likely to see it. The transportation information displayed should include, but is not limited to, the following:

    - Current routes and schedules for public transit serving the site;
    - Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations;
    - Ridesharing promotion material supplied by commuter-oriented organizations;
    - Regional/local bicycle route and facility information; and
    - A listing of on-site services or facilities which are available for carpoolers, vanpoolers, bicyclists, and transit riders.

  - Preferential Parking Spaces. The project will provide designated parking areas for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s). The spaces shall be signed and striped sufficient to meet the employee demand for such spaces. The carpool/vanpool parking area shall be identified on the driveway and circulation plan upon application for a building permit.

  - Bicycle Parking Spaces. Bicycle parking shall be provided in conformance with Section 12.21 A 16 of the Los Angeles Municipal Code. The project will provide safe and convenient access from the external circulation system to bicycle parking facilities on-site.

  - Carpool/Vanpool Loading Area. The project shall provide a safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area.

- Pedestrian Access. The project shall provide sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to the center.

- Transit Stop Enhancements. In coordination with LADOT and the Department of City Planning, the project will consult with local bus service providers in determining appropriate improvements to transit stops, such as installation of benches, shelters, and schedule information.