IV. ENVIRONMENTAL IMPACT ANALYSIS

J. TRAFFIC, CIRCULATION AND ACCESS

A traffic study was prepared for the Proposed Project by Linscott, Law & Greenspan, Engineers, dated August 5, 2008 (see Appendix I: Traffic Study). The traffic study has been prepared through coordination with the City of Los Angeles Department of Transportation (LADOT).

1. ENVIRONMENTAL CONDITIONS

a. Physical Setting

(1) Local Street and Freeway System

The City of Los Angeles utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- *Freeways* are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses. Regional freeways in the Sherman Oaks area are the Ventura (US 101) Freeway, which runs east-west just south of the project site, and the San Diego (I-405) Freeway, which runs north-south several miles to the west of the project site.

- *Arterial* roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: principal and minor arterials. For the City of Los Angeles, these are referred to as Major and Secondary Highways. Principal arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Minor arterials are typically two-to-four lane streets that service local and commute traffic. Woodman Avenue, Riverside Drive and Van Nuys Boulevard are principal (major) arterials and also referred to as Major Highways. Hazeltine Avenue and Magnolia Boulevard are local examples of secondary (minor) arterials.

- *Collector* roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. They connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

- *Local* roadways distribute traffic within a neighborhood or similar adjacent neighborhoods and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.

Regional access to the shopping center is provided by US 101 (Ventura) Freeway. Local access is provided via Hazeltine Avenue, Riverside Drive, and Woodman Avenue. A brief discussion of these and other important roadways in the project vicinity is provided below:

Beverly Glen Boulevard is a north-south oriented roadway that is located west of the project site. Beverly Glen Boulevard is designated as a Secondary Highway (i.e., arterial) in the City of Los Angeles General Plan Transportation Element. One through travel lane is provided in each direction on Beverly Glen Boulevard within the study area. An exclusive left-turn lane is provided in the northbound direction on Beverly Glen Boulevard at the Ventura Boulevard intersection. Parking is prohibited along both sides of Beverly Glen Boulevard in the project vicinity. Beverly Glen Boulevard is posted for a speed limit of 25 miles per hour near the project site. Beverly Glen Boulevard is also a designated scenic highway (see Section IV: Environmental Impact Analysis: A-Aesthetics and Visual Resources).

Hazeltine Avenue is a north-south oriented roadway that borders the project site to the west. Hazeltine Avenue is designated as a Secondary Highway (i.e., arterial) in the City of Los Angeles General Plan Transportation Element. Two through travel lanes are provided in each direction on Hazeltine Avenue within the study area. Exclusive left-turn lanes in each direction are provided on Hazeltine Avenue at the Magnolia Boulevard, Riverside Drive, Fashion Square Lane, Moorpark Street and Ventura Boulevard intersections. An exclusive right-turn lane is provided in the northbound direction on Hazeltine Avenue at the Riverside Drive intersection. Parking is allowed along both sides of Hazeltine Avenue in the project vicinity, except between Riverside Drive and Fashion Square Lane where parking is prohibited. Hazeltine Avenue is posted for a speed limit of 35 miles per hour near the project site.

Magnolia Boulevard is an east-west oriented roadway that is located north of the project site. Magnolia Boulevard is designated as a Secondary Highway (i.e., arterial) in the City of Los Angeles General Plan Transportation Element. Two through travel lanes in each direction are provided on Magnolia Boulevard in the project vicinity. Exclusive left-turn lanes are provided in each direction on Magnolia Boulevard at the Hazeltine Avenue and Woodman Avenue intersections. Two-hour parking between the hours of 8:00 A.M. and 6:00 P.M. is provided along both sides of Magnolia Boulevard in the project vicinity. Magnolia Boulevard is posted for a speed limit of 35 miles per hour near the project site.

Matilija Avenue is a north-south oriented roadway that is located north of the project site. Matilija Avenue is designated as a Local Street in the City of Los Angeles General Plan Transportation Element. One through travel lane is provided in each direction on Matilija Avenue within the study area. Parking is allowed along both sides of Matilija Avenue in the project vicinity. There is no posted speed limit on Matilija Avenue within the project study area, thus it is assumed to be a prima facie speed limit of 25 miles per hour.

Moorpark Street is an east-west oriented roadway that is located south of the project site. Moorpark Street is designated as a Secondary Highway (i.e., arterial) in the City of Los Angeles General Plan Transportation Element. One through travel lane in each direction is provided on Moorpark Street in the project vicinity. Exclusive left-turn lanes are provided in each direction on Moorpark Street at the Tyrone Avenue, Hazeltine Avenue, and Woodman Avenue intersections. Exclusive right-turn lanes are provided in the eastbound directions on Moorpark Street at the Tyrone Avenue and Hazeltine Avenue intersections and in both directions at the Woodman Avenue intersection. Curbside parking is allowed along both sides of Moorpark Street in the project vicinity, except east of Woodman Avenue where two-hour parking between the hours of 8:00 A.M. and 6:00 P.M. is provided along both sides of Moorpark Street. Moorpark Street is posted for a speed limit of 35 miles per hour near the project site.

Riverside Drive is an east-west oriented roadway that borders the project site to the north. Riverside Drive is designated as a Major Highway Class II (i.e., arterial) in the City of Los Angeles General Plan Transportation Element. Two through travel lanes in each direction are provided on Riverside Drive in the project vicinity. Exclusive left-turn lanes are provided in each direction on Riverside Drive at the Hazeltine Avenue and Woodman Avenue intersections. Dual left-turn lanes are provided in the westbound direction on Riverside Drive at the Van Nuys Boulevard intersection. Exclusive right-turn lanes are provided on Riverside Drive in each direction at the Woodman Avenue intersection and in the westbound direction at the Van Nuys Boulevard intersection. One-hour parking between the hours of 8:00 A.M. and 6:00 P.M. is provided along the north side of Riverside Drive in the project vicinity. Two-hour parking between the hours of 8:00 A.M. and 6:00 P.M. is provided along the south side of Riverside Drive in the project vicinity. Class II bike lanes are provided in each direction on Riverside Drive between Riverside Drive and Moorpark Street. Riverside Drive is posted for a speed limit of 35 miles per hour near the project site.

Tyrone Avenue is a north-south oriented roadway that is located west of the project site. Tyrone Avenue is designated as a Secondary Highway (i.e., arterial) south of Moorpark Street in the City of Los Angeles General Plan Transportation Element. North of Moorpark Street, Tyrone Avenue is designated as a Local Street. One through travel lane is provided in each direction on Tyrone Avenue within the study area. An exclusive left-turn lane is provided in the southbound direction on Tyrone Avenue at the Ventura Boulevard intersection. Exclusive right-turn lanes are provided on Tyrone Avenue at the Ventura Boulevard intersection. Exclusive right-turn lanes are provided on Tyrone Avenue in the northbound direction at the Moorpark Street intersection and in the southbound direction at the Ventura Boulevard intersection. Parking is allowed along Ventura Boulevard where parking is prohibited along both sides of Tyrone Avenue. There is no posted speed limit on Tyrone Avenue within the project study area, thus it is assumed to be a prima facie speed limit of 25 miles per hour.

US 101 (Ventura) Freeway is a major north-south freeway that extends across northern and southern California. In the project vicinity, five mainline travel lanes are provided in each direction on US 101 Freeway. Both northbound and southbound ramps are provided on US 101 Freeway at Woodman Avenue, which borders the project site to the east. Northbound and southbound ramps are also provided at Van Nuys Boulevard, which is located approximately one-half mile west of the project site.

Van Nuys Boulevard is a north-south oriented roadway that is located west of the project site. Van Nuys Boulevard is designated as a Major Highway Class II (i.e., arterial) in the City of Los Angeles Transportation Element of the General Plan. Three travel lanes are provided in each direction on Van Nuys Boulevard within the study area. Exclusive left-turn lanes are provided in the southbound direction on Van Nuys Boulevard at the US 101 Freeway Eastbound Ramps and Riverside Drive intersections. Dual left-turn lanes are provided in the northbound direction on Van Nuys Boulevard at the US 101 Freeway Westbound Ramps intersection. Parking is prohibited along both sides of Van Nuys Boulevard between Riverside Drive and just south of the US 101 Freeway Eastbound Ramps. Two-hour metered parking between the hours of 9:00 A.M. and 3:00 P.M. is provided along both sides of Van Nuys Boulevard north of Riverside Drive. Van Nuys Boulevard is posted for a speed limit of 35 miles per hour near the project site.

Ventura Boulevard is an east-west oriented roadway that is located south of the project site. Ventura Boulevard is designated as a Major Highway Class II (i.e., arterial) in the City of Los Angeles General Plan Transportation Element. Two through lanes are provided in each direction on Ventura Boulevard in the project vicinity. Exclusive left-turn lanes are provided in each direction on Ventura Boulevard at the Tyrone Avenue/Beverly Glen Boulevard, Hazeltine Avenue, and Woodman Avenue intersections. Two-hour metered parking is provided from 8:00 A.M. to 6:00 P.M. along both sides of Ventura Boulevard in the project vicinity. Ventura Boulevard is posted for a speed limit of 35 miles per hour near the project site. Ventura Boulevard is also regulated by polices set forth in the City's Ventura/Cahauanga Specific Plan (see Section IV: Environmental Impact Analysis: F-Land Use, Planning and Urban Decay).

Woodman Avenue is a north-south oriented roadway that borders the project site to the east. Woodman Avenue is designated as a Major Highway Class II (i.e., arterial) in the City of Los Angeles General Plan Transportation Element. Two through travel lanes are provided in each direction on Woodman Avenue within the study area. Exclusive left-turn lanes are provided in each direction on Woodman Avenue at the Magnolia Boulevard, Moorpark Street, and Ventura Boulevard intersections. Exclusive let-turn lanes are provided on Woodman Avenue in the northbound direction at the US 101 Freeway Westbound Ramp intersection and in the southbound direction at the US 101 Freeway Westbound Ramps and Riverside Drive intersections. Dual left-turn lanes are provided in the northbound direction on Woodman Avenue at the Riverside Drive intersection. Exclusive right-turn lanes are provided on Woodman Avenue in each direction at the Riverside Drive intersection and in the southbound direction at the Ventura Boulevard intersection. Curbside parking is allowed along both sides of Woodman Avenue in the project vicinity, except north of Riverside Drive where one-hour parking between the hours of 8:00 A.M. and 4:00 P.M. is provided along the west side of Woodman Avenue and south of Moorpark Street, where two-hour parking between the hours of 8:00 A.M. and 6:00 P.M. is provided along both sides of Woodman Avenue. Woodman Avenue is posted for a speed limit of 35 miles per hour near the project site.

(2) Public Transit

Public bus transit service in the project vicinity is provided by the Los Angeles County Metropolitan Transportation Authority (MTA) and the City of Los Angeles Department of Transportation (LADOT). The MTA's Orange Line, a rapid bus transit service operating in a

separate dedicated right-of-way that provides east-west service across the San Fernando Valley is located approximately 0.75 miles north of the project site. The LADOT DASH service provides a convenient connection between the Orange Line's stop in Van Nuys to the shopping center. A summary of existing transit routes that serve the project vicinity is provided in *Table 37: Existing Transit Routes* and illustrated in *Figure 42: Existing Public Transit Routes*.

TABLE 37
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY NEAR SITE	NO. OF BUSES DURING PEAK HOUR		
			DIR	AM	PM
MTA Route 96	Downtown LA to Sherman Oaks (via Griffith Park, Burbank, Universal City)	Riverside Dr, Van Nuys Blvd, Ventura Blvd, Tyrone Ave, Moorpark St	EB WB	2 2	1 2
MTA Route 150/240	Canoga Park to Universal City (via Woodland Hills, Tarzana, Sherman Oaks)	Ventura Blvd	EB WB	6 8	6 7
MTA Route 158	Chatsworth to Sherman Oaks (via Northridge, Arleta, Van Nuys)	Woodman Ave, Ventura Blvd, Moorpark St	NB SB	3 3	2 3
MTA Route 183	Glendale to Sherman Oaks (via Burbank, North Hollywood)	Magnolia Blvd, Ventura Blvd	EB WB	2 2	2 2
MTA Route 233	Lake View Terrace to Westwood (via Pacoima, Van Nuys, Sherman Oaks, UCLA)	Van Nuys Blvd, Moorpark St, Ventura Blvd, Tyrone Ave	NB SB	12 12	13 12
MTA Route 237	Encino to Sherman Oaks (Via Van Nuys, Northridge, Granada Hills)	Van Nuys Blvd, Moorpark St, Ventura Blvd, Tyrone Ave	NB SB	1 1	1 2
MTA Route 750	Universal City to Woodland Hills (via Sherman Oaks, Tarzana)	Ventura Blvd	EB WB	6 10	11 7
MTA Route 761	Pacoima to Westwood (via Panorama City, Sherman Oaks)	Van Nuys Blvd, Ventura Blvd	NB SB	5 9	11 5
LADOT Dash Van Nuys/ Studio City	Van Nuys to Studio City (via Sherman Oaks)	Moorpark St, Hazeltine Ave	NB SB	3 3	3 3
Metro Orange Line Route 901	North Hollywood to Warner Center (via Valley Village, Van Nuys, Tarzana, Winnetka)	Woodman Ave	WB EB	12 12	12 12

[1] Sources: Los Angeles County Metropolitan Transportation Authority (LACMTA) and City of Los Angeles Department of Transportation (LADOT).

Specifically, MTA Route 96 runs directly adjacent to the project site along Riverside Drive and provides service between Downtown Los Angeles and Sherman Oaks. MTA Route 158, which provides service between Chatsworth and Sherman Oaks via Northridge, Arleta and Van Nuys, runs adjacent to the project site along Woodman Avenue. Also, the LADOT Dash/Van Nuys (LDVAN) runs adjacent to the project site along Hazeltine Avenue and provides service throughout Van Nuys and Studio City. Bus stops are currently located at the intersections of Hazeltine Avenue/Riverside Drive and Woodman Avenue/Riverside Drive.

FIGURE 42
EXISTING PUBLIC TRANSIT ROUTES

MAP SOURCE: METROPOLITAN TRANSPORTATION AUTHORITY

NORTH

(3) Access and Local Circulation

Vehicular access to the existing shopping center is currently provided via five driveways: two driveways on Hazeltine Avenue, two driveways on Riverside Drive, and one driveway on Woodman Avenue (see *Figure 11: Existing Site Circulation and Access: Riverside Drive* and *Figure 12: Existing Site Circulation and Access: Hazeltine Avenue* in Section II: Project Description: F-Project Characteristics. Also, five service/loading accessways are located on Riverside Drive, east of Hazeltine Avenue. These service driveways do not provide access to patron entrances or parking areas. All of the non-service driveways provide direct access to the parking areas for the existing shopping center. The southerly Hazeltine Avenue and the easterly Riverside Drive driveways form the end points for Fashion Square Lane, an existing private internal circulation roadway within the project site that runs a circuitous route through the large surface parking lot area on the southern portion of the project site.

The two driveways on Riverside Drive (easterly of the Macy's department store) both currently accommodate left-turn and right-turn ingress and right-turn-only egress movements. Both of the Riverside Drive driveways are stop sign controlled. The easterly Riverside Drive driveway is located immediately adjacent to an existing driveway that services the adjacent Riverside Woodman Plaza, a "not a part" commercial retail center east of the shopping center.

The Hazeltine Avenue north project driveway and the Woodman Avenue project driveway currently accommodate right-turn ingress and egress movements only. The Hazeltine Avenue south driveway currently accommodates left-turn and right-turn ingress and egress movements. The Hazeltine Avenue South driveway (at Fashion Square Lane) currently has one lane entering the parking structure with existing parking spaces located directly off the travel lane.

(4) Parking

Parking is currently provided in on-site parking structures and surface parking lots. Vehicular access to the on-site parking facilities is provided by Hazeltine Avenue, Riverside Drive and Woodman Avenue. Prior development approvals at the shopping center (e.g., ZA-95-0899 (CUZ) and CPC 94-0287 (ZC)) have established the parking requirement for the site at 4.5 parking spaces per 1,000 square feet of gross leasable floor area (applicable to retail, restaurant, office, etc.). The existing shopping center provides approximately 867,000 square feet of gross leasable floor area, thereby yielding a current parking requirement for approximately 3,902 parking spaces on-site.

(5) Existing Traffic Conditions and Levels of Service

(a) Study Intersections

The following 18 study intersections were selected for analysis by LADOT staff for inclusion in the traffic analysis:

1. Van Nuys Boulevard / Riverside Drive
2. Van Nuys Boulevard / US 101 Freeway Westbound (WB) Ramps
3. Van Nuys Boulevard / US 101 Freeway Eastbound (EB) Ramps
4. Tyrone Avenue / Moorpark Street
5. Tyrone Avenue-Beverly Glen Boulevard / Ventura Boulevard
6. Hazeltine Avenue / Magnolia Boulevard
7. Hazeltine Avenue / Riverside Drive
8. Hazeltine Avenue / Fashion Square Lane
9. Hazeltine Avenue / Moorpark Street
10. Hazeltine Avenue / Ventura Boulevard
11. Woodman Avenue / Magnolia Boulevard
12. Woodman Avenue / Riverside Drive
13. Woodman Avenue / US 101 Freeway Westbound (WB) Ramps
14. Woodman Avenue / US 101 Freeway Eastbound (EB) Ramps
15. Woodman Avenue / Moorpark Street
16. Woodman Avenue / Ventura Boulevard
17. Matilija Avenue/Riverside Drive
18. New Westerly Project Driveway/Riverside Drive

These study intersections were selected based on several factors including: (1) the proximity of the intersections to the site, (2) the relative percentage of project-related traffic anticipated to travel through the intersections, and (3) the potential for project-related traffic to add to the turning movements at the intersections. Sixteen of the 18 study intersections are presently controlled by traffic signals. The Matilija Avenue/Riverside Drive intersection is currently two-way stop sign controlled with the stop signs facing the minor street. The existing lane configurations at the 18 study intersections are shown in *Figure 43: Existing Lane Configuration at Study Intersections*.

(b) Level of Service

To establish existing baseline conditions for level of service (LOS) in the project site vicinity, manual counts of vehicular turning movements were conducted at each of the 18 study intersections. To determine a typical week day conditions, manual counts were taken during the weekday morning (A.M.) and afternoon (P.M.) commuter periods to determine the peak hour traffic volumes. Specifically, manual weekday counts were conducted in November 2005 from 7:00 to 10:00 A.M. to determine the A.M. peak commuter hour, and from 3:00 to 6:00 P.M. to

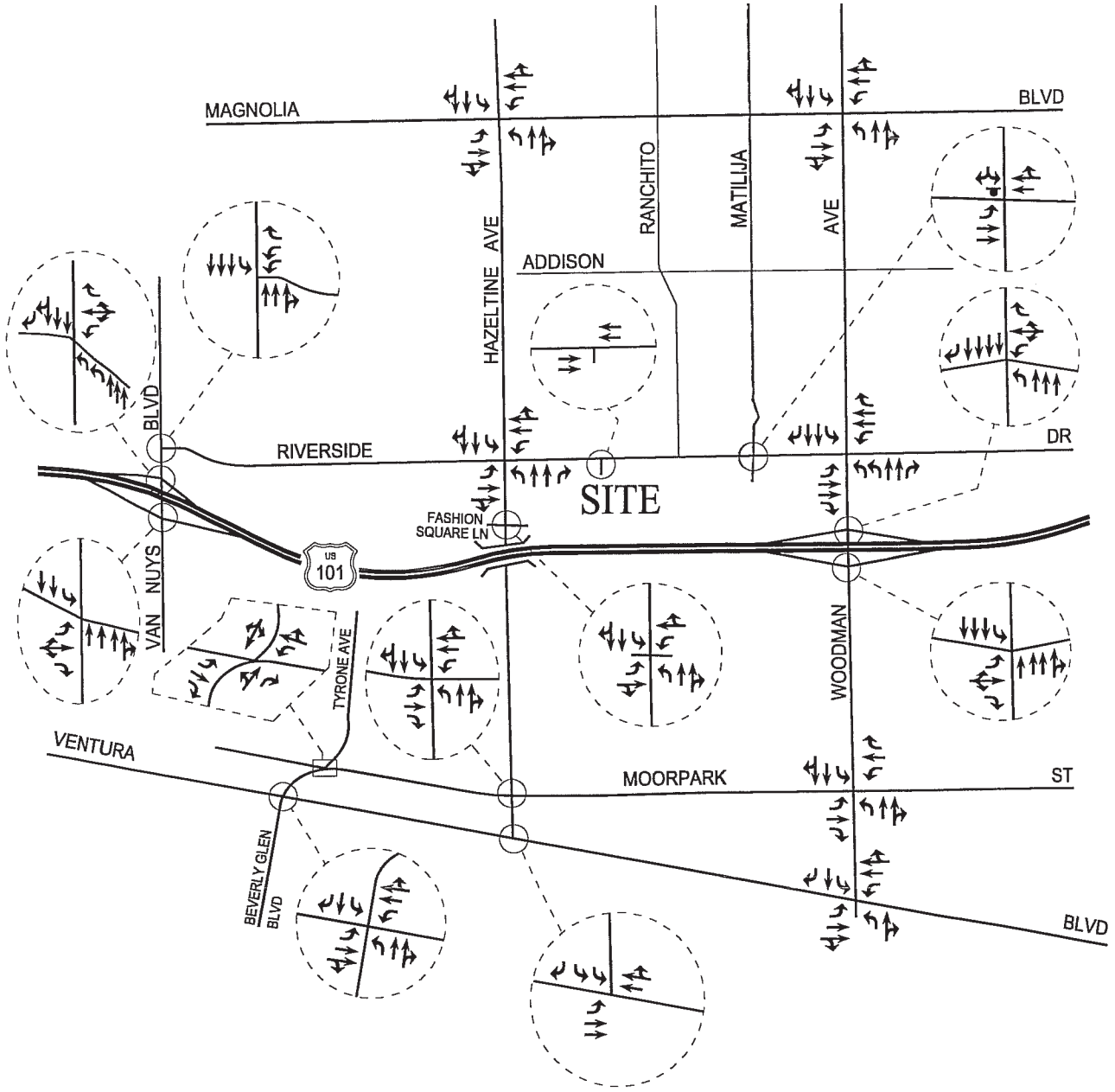

FIGURE 43
EXISTING LANE CONFIGURATION AT STUDY INTERSECTIONS
MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

determine the P.M. peak commuter hour, timeframes which are generally associated with metropolitan Los Angeles peak commuter hours.[1]

Commercial uses typical to those on both the project site and surrounding area may have higher traffic activity during the weekends. Hence, typical weekend conditions on the local street system were also assessed for a Saturday mid-day peak hour. The weekend conditions assessment focuses on seven of the 18 study intersections (see above) since they are located immediately adjacent to the project site and include:

Int. No. 7: Hazeltine Avenue / Riverside Drive
Int. No. 8: Hazeltine Avenue / Fashion Square Lane
Int. No. 12: Woodman Avenue / Riverside Drive
Int. No. 13: Woodman Avenue / US 101 Freeway Westbound (WB) Ramps
Int. No. 14 : Woodman Avenue / US 101 Freeway Eastbound (EB) Ramps
Int. No. 17: Matilija Avenue/Riverside Drive
Int. No. 18: New Westerly Project Driveway/Riverside Drive

Manual counts of vehicular turning movements at these seven adjacent study intersections, which were selected because they are immediately adjacent to the project site, were conducted in March 2007 from 1:00 P.M. to 3:00 P.M. on a Saturday to determine the Saturday mid-day peak hour conditions.

The results of the manual counts and resultant observed vehicle movements at the 18 study intersections during the weekday A.M. and P.M. peak hours are shown in *Figure 44: Existing Traffic Volumes – Weekday AM Peak Hour, Figure 45: Existing Traffic Volumes – Weekday PM Peak Hour*, and on *Table 38: Existing 2007 Weekday Traffic Volumes*. The results of the manual counts and resultant observed vehicle movements at the seven adjacent study intersections during the weekend mid-day peak hours are shown in *Figure 46: Existing Traffic Volumes – Saturday Mid-Day Peak Hour*. The existing weekend traffic from the project site is shown on *Figure 47: Project Traffic Volumes – Saturday Mid-Day Peak Hour* and on *Table 39: Existing 2007 Weekend Traffic Volumes*. Summary data worksheets of the manual traffic counts at the study intersections are contained in Appendix D of Appendix I: Traffic Study.

[1] For assessment purposes intersection volumes from 2005 were increased at a rate of two percent (2.0%) per year to reflect year 2007 conditions. Additional manual traffic counts were conducted in November 2007 at 17 of the study intersections to verify that the 2005 traffic count extrapolations remain representative of current (and projected) conditions. Following this comparison, it was determined that the 2007 traffic counts (as aggregated) were approximately 6.6 percent and 0.5 percent lower during A.M. peak and P.M. peak hours, respectively. These differences are within the normal expected variation range. Hence, the 2005 adjusted traffic counts presented in the Traffic Study, and referenced throughout this analysis, are reasonably consistent with the 2007 counts. Further, the 2005 adjusted traffic counts are more conservative (i.e., "worst-case") and provide a reasonable representation of traffic volumes in the study area. Source: Linscott, Law & Greenspan, Engineers. 2008 (August 14). *Westfield Fashion Square Expansion Project – Traffic Count Comparison* memorandum to Planning Associates, Inc. Pasadena, CA: Author. [See Appendix K of this Draft EIR]

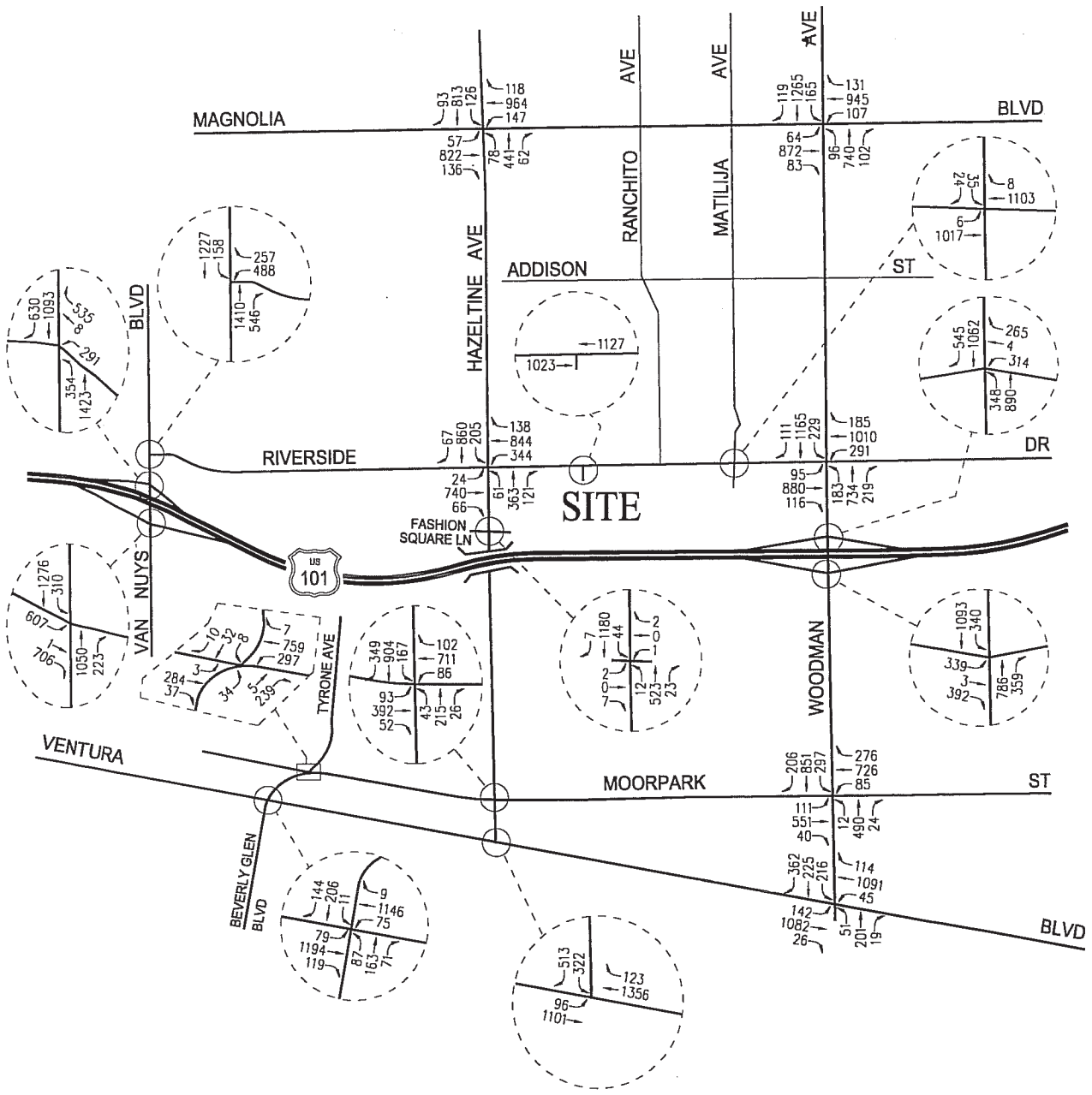

FIGURE 44
EXISTING TRAFFIC VOLUMES – WEEKDAY AM PEAK HOUR
MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

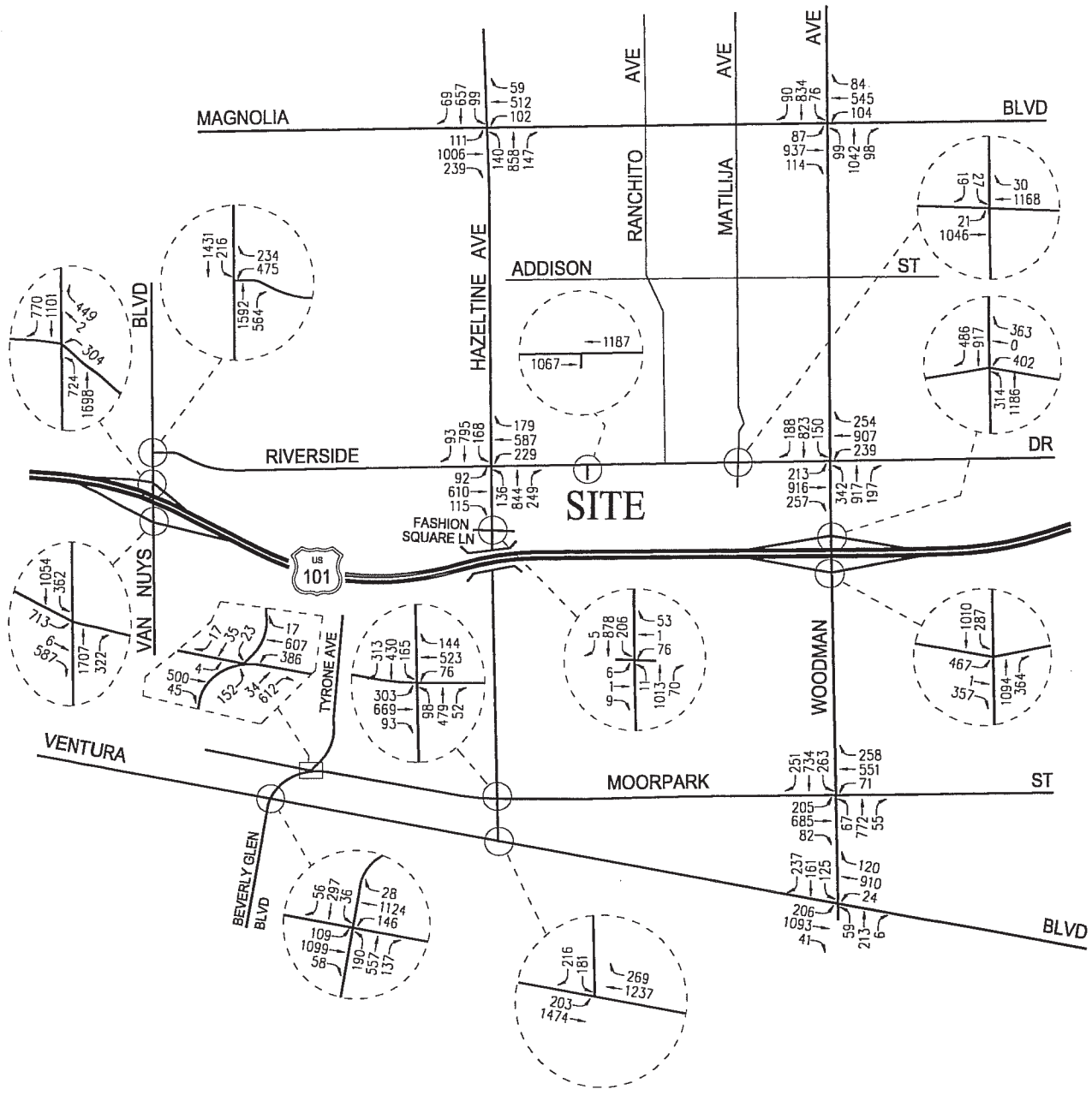

FIGURE 45
EXISTING TRAFFIC VOLUMES – WEEKDAY PM PEAK HOUR
MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

TABLE 38
EXISTING 2007 WEEKDAY TRAFFIC VOLUMES [1]

NO.	INTERSECTION	DIR	AM PEAK HOUR		PM PEAK HOUR	
			BEGAN	VOLUME	BEGAN	VOLUME
1	Van Nuys Blvd/ Riverside Dr	NB	8:15	1,956	3:00	2,156
		SB		1,385		1,647
		EB		0		0
		WB		745		709
2	Van Nuys Blvd/ US 101 Freeway WB Ramps	NB	8:15	1,776	3:00	2,422
		SB		1,723		1,871
		EB		0		0
		WB		834		755
3	Van Nuys Blvd/ US 101 Freeway EB Ramps	NB	8:45	1,273	3:00	2,029
		SB		1,586		1,415
		EB		1,315		1,306
		WB		0		0
4	Tyrone Ave/Moorpark St	NB	7:30	279	5:00	798
		SB		51		75
		EB		324		549
		WB		1,064		1,010
5	Tyrone Ave/ Beverly Glen Blvd/ Ventura Blvd	NB	7:30	321	3:45	885
		SB		361		390
		EB		1,392		1,267
		WB		1,230		1,298
6	Hazeltine Ave/ Magnolia Blvd	NB	7:30	581	5:00	1,145
		SB		1,032		825
		EB		1,015		1,356
		WB		1,228		673
7	Hazeltine Ave/Riverside Dr	NB	7:30	545	5:00	1,229
		SB		1,132		1,056
		EB		830		817
		WB		1,327		994
8	Hazeltine Ave/ Fashion Square Lane	NB	7:30	558	5:00	1,094
		SB		1,231		1,089
		EB		9		17
		WB		3		130
9	Hazeltine Ave/Moorpark St	NB	7:45	284	4:45	629
		SB		1,421		908
		EB		537		1,064
		WB		900		743

TABLE 38 (CONTINUED)
EXISTING 2007 WEEKDAY TRAFFIC VOLUMES [1]

NO.	INTERSECTION	DIR	AM PEAK HOUR		PM PEAK HOUR	
			BEGAN	VOLUME	BEGAN	VOLUME
10	Hazeltine Ave/Ventura Blvd	NB	7:45	0	5:00	0
		SB		835		397
		EB		1,197		1,676
		WB		1,479		1,506
11	Woodman Ave/ Magnolia Blvd	NB	7:30	938	5:00	1,239
		SB		1,549		1,000
		EB		1,019		1,139
		WB		1,184		733
12	Woodman Ave/ Riverside Dr	NB	7:30	1,137	3:15	1,456
		SB		1,505		1,161
		EB		1,091		1,386
		WB		1,486		1,400
13	Woodman Ave/ US 101 Freeway WB Ramps	NB	7:30	1,239	5:00	1,500
		SB		1,607		1,403
		EB		0		0
		WB		583		765
14	Woodman Ave/ US 101 Freeway EB Ramps	NB	8:00	1,145	4:45	1,458
		SB		1,433		1,297
		EB		734		825
		WB		0		0
15	Woodman Ave/Moorpark St	NB	7:45	526	5:00	893
		SB		1,354		1,248
		EB		702		972
		WB		1,087		880
16	Woodman Ave/ Ventura Blvd	NB	7:45	270	4:45	279
		SB		803		523
		EB		1,250		1,340
		WB		1,250		1,054
17	Matilija Ave/ Fashion Square Ln/ Riverside Dr	NB	7:30	0	5:00	0
		SB		59		46
		EB		1,023		1,067
		WB		1,112		1,198
18	New Project Driveway/ Riverside Dr	NB	7:30	0	5:00	0
		SB		0		0
		EB		1,023		1,067
		WB		1,127		1,187

[1] Counts conducted in 2005 by Accutek Traffic Data and increased by 2 percent annually to reflect year 2007 conditions.

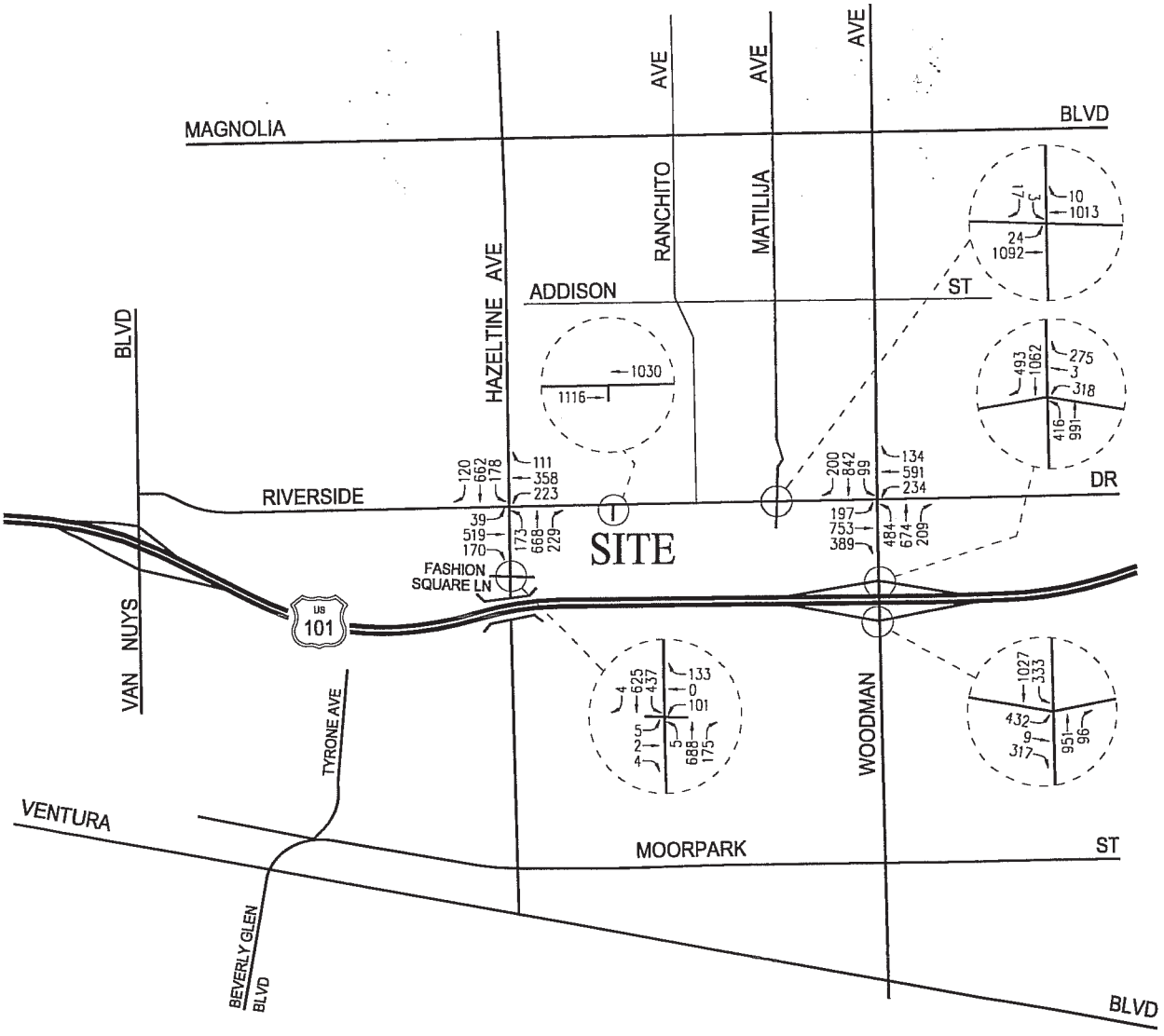

FIGURE 46
EXISTING TRAFFIC VOLUMES – SATURDAY MID-DAY PEAK HOUR
MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

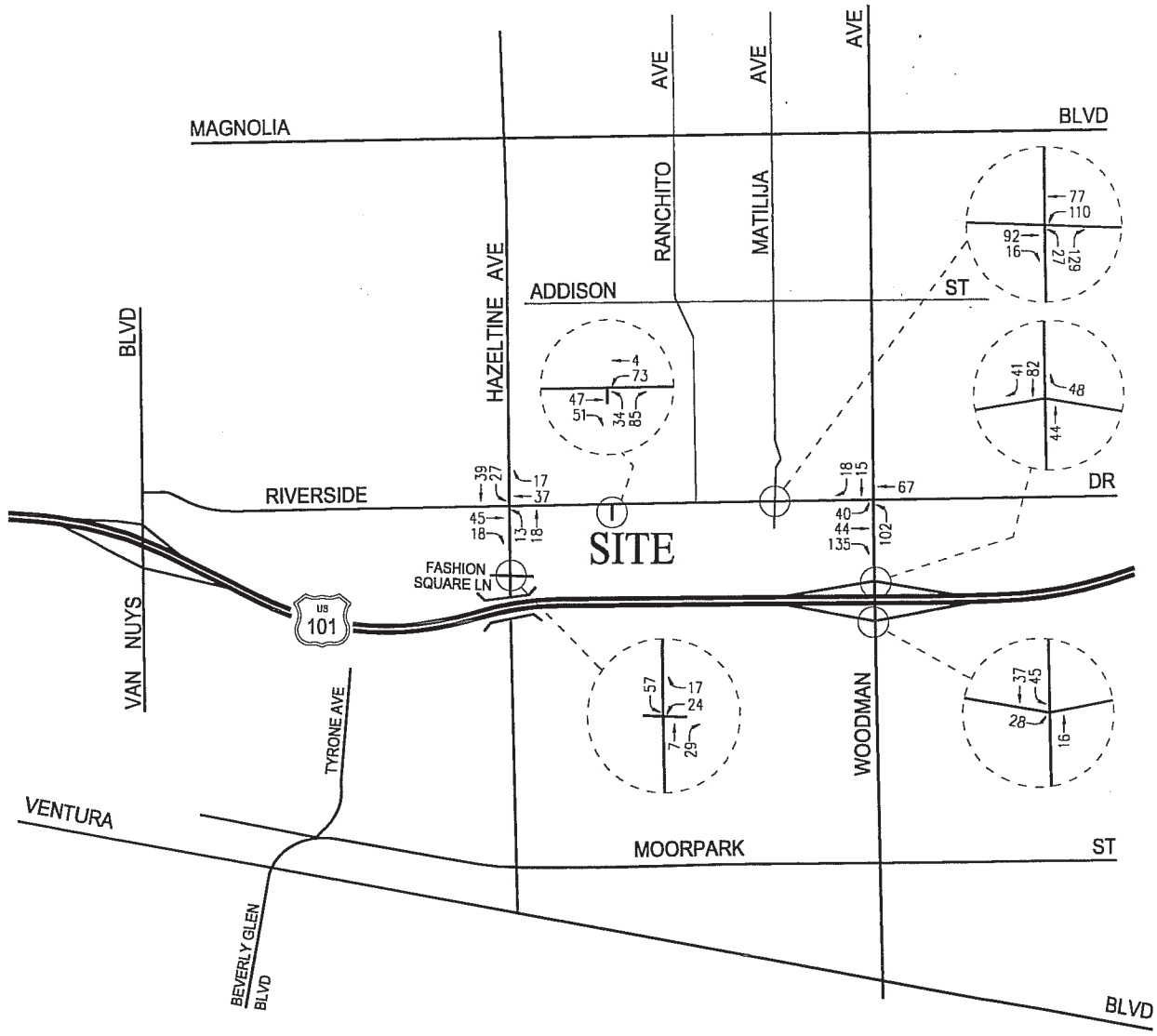

FIGURE 47
PROJECT TRAFFIC VOLUMES – SATURDAY MID-DAY PEAK HOUR
MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

TABLE 39
EXISTING 2007 WEEKEND TRAFFIC VOLUMES [1]

NO.	INTERSECTION	DIR	SATURDAY MIDDAY	
			BEGAN	VOLUME
7	Hazeltine Ave/Riverside Dr	NB	1:45	1,070
		SB		960
		EB		728
		WB		692
8	Hazeltine Ave/ Fashion Square Lane	NB	1:45	868
		SB		1,066
		EB		11
		WB		234
12	Woodman Ave/Riverside Dr	NB	1:45	1,367
		SB		1,141
		EB		1,339
		WB		959
13	Woodman Ave/ US 101 Freeway WB Ramps	NB	1:00	1,407
		SB		1,555
		EB		0
		WB		596
14	Woodman Ave/ US 101 Freeway EB Ramps	NB	1:00	1,047
		SB		1,360
		EB		758
		WB		0
17	Matilija Ave/Fashion Square Lane/Riverside Dr	NB	2:00	0
		SB		20
		EB		1,116
		WB		1,023
18	New Project Driveway/Riverside Dr	NB	2:00	0
		SB		0
		EB		1,116
		WB		1030

[1] Counts conducted in March 2007 by City Traffic Counters.

The 18 study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis which determines the Volume-to-Capacity (V/C) ratio on a critical lane basis. The V/C ratio is a measure of an intersection's traffic (existing or projected) as compared to the theoretical (design) capacity of the intersection. The overall intersection V/C ratio is subsequently assigned an LOS value to describe intersection operations. LOS is a qualitative indicator of an intersection's operating conditions which is used to represent various degrees of congestion and delay. Level of service varies from LOS A (free flow with little or no delay) to LOS F (jammed condition resulting from extreme congestion). A more detailed description of the CMA method and corresponding Level of Service is provided in Appendix D of Appendix I: Traffic Study. However, the relationship between CMA values and LOS are generally as follows:

CMA VALUE	LOS
0 to 0.60	A
>0.60 to 0.70	B
>0.70 to 0.80	C
>0.80 to 0.90	D
>0.90 to l.00	E
Not applicable	F

The complete overview of V/C ratios and corresponding LOS for each of the 18 study intersections is provided later in this section along with an analysis of the project's traffic-related impacts. In summary, 16 of the 18 study intersections are presently operating at LOS D or better during the weekday A.M. and P.M. peak hours under existing conditions. The following study intersections are currently operating at LOS E during the weekday peak hours shown below:

- Int. No. 3: Van Nuys Boulevard/US 101 EB Ramps P.M. Peak Hour: V/C=0.955, LOS E
- Int. No. 12: Woodman Avenue/Riverside Drive A.M. Peak Hour: V/C=0.959, LOS E

During the weekend mid-day peak hours, all six of the adjacent study intersections are currently operating at LOS D or better.

b. Regulatory and Policy Setting

(1) Congestion Management Program

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system. The County of Los Angeles Metropolitan Transportation Authority (MTA) developed the 2004 Congestion Management Program for Los Angeles County (July, 2004), which establishes procedures for assessing and determining the potential impacts on designated monitoring locations (both intersections and roadway segments) on the CMP highway system.

The following CMP intersection monitoring locations in the project vicinity have been identified:

- CMP Station / Intersection
  - Int. No. 74 — Ventura Boulevard/Laurel Canyon Boulevard
  - Int. No. 76 — Ventura Boulevard/Sepulveda Boulevard
  - Int. No. 78 — Ventura Boulevard/Woodman Avenue (Study Int. No. 16)

The following CMP freeway monitoring location in the project vicinity has been identified:

- CMP Station / Segment
  - Seg. No. 1038 — US 101 Freeway at Coldwater Canyon Avenue

(2) General Plan Circulation Element and Community Plan

The Van Nuys-North Sherman Oaks Community Plan includes goals, objectives and policies pertaining to transportation issues, which focus predominantly on public transit, alternative transportation modes, transportation systems and congestion management, and parking.

The Community Plan notes that some of the major public transportation opportunities within the Community Plan area relate to the Metro rail transit lines and bus transit service. The Community Plan recognizes that the operation of a safe, convenient, and efficient mass transit line would also lessen regional dependence on the private automobile and the need for additional traffic capacity.

With regard to transportation demand management (TDM), it is the City's objective that the traffic level of service (LOS) on the street system not exceed LOS D. TDM is a program designed to encourage people to change their mode of travel from single occupancy automotive vehicles to more efficient transportation modes. People are given incentives to utilize TDM measures such as public transit, ridesharing, modified work schedules, van pools, telecommuting, and non-motorized transportation modes such as the bicycle. The City actively enforces TDM requirements through a City-wide TDM Ordinance, participation in regional transportation management programs, and formation of localized transportation management associations.

The Community Plan also addresses transportation system management (TSM), which covers motorized vehicle routes (i.e., freeways, highways and streets), non-motorized transportation elements, and parking. TSM is the manipulation of transportation systems in order to improve the flow of traffic. TSM incorporates features such as computer based traffic signal timing facilities, intersection improvements, preferential parking areas for high occupancy vehicles, park and ride facilities, anti-gridlock measures, and parking management programs. TSM is further addressed through a community-wide Transportation Improvement and Mitigation Program (TIMP), which recommends specific measures and recommendations tailored to address impacts on transportation based on the buildout of the Community Plan land uses to the intended density levels. The TIMP provides an implementation program for the circulation needs of the Plan area: roadway improvements, roadway redesignations, bus service improvements, Metrolink service improvements and the creation of a community transit center.

Additional transportation improvement recommendations are rail transit improvements, paratransit or shuttle bus service, and transportation system management improvements such as the Automated Traffic Surveillance and Control (ATSAC) system. Other proposals include peak hour parking restrictions, the creation of neighborhood traffic control plans, and a transportation demand management program which includes creating bikeways, forming transportation management associations, a trip reduction ordinance, and continued participation by the City in regional transportation management programs.

The Community Plan provides for various modes of non-motorized transportation/circulation such as walking and bicycle riding. The City-wide Bicycle Plan identifies a backbone bicycle route and support routes through Van Nuys-North Sherman Oaks. The Community Plan establishes policies and standards to facilitate the development of a bicycle route system which is intended to compliment other transportation modes.

The Community Plan also encourages provisions for (off-street) parking facilities in Van Nuys-North Sherman Oaks so that an adequate supply of parking can be provided to meet the demand.

Specific transportation-related policies that are applicable to the project area are listed in later in this section under the Consistency with Adopted Plans and Policies discussion. For an analysis of the project's consistency with other policies of the Community Plan, please refer to Section IV: Environmental Impact Analysis: F-Land Use, Planning and Urban Decay, of this DEIR.

(3) LADOT ATSAC/ATCS

The City of Los Angeles has announced it will receive $150 million in State of California transportation bond funds for upgrading traffic signals in the City. In November 2006, California voters approved Proposition 1B, which committed $20 billion to statewide and regional transportation projects. Designed to enhance mobility, expand public transit, reduce air pollution, improve port security and repair local roads, this bond measure included $250 million for traffic signal improvements across the state. The City has stated it will use its share of the funds to synchronize every traffic signal in Los Angeles.

Subsequent to the City's announcement, LADOT has stated effective November 20, 2007, Automated Traffic Surveillance and Control (ATSAC)/Adaptive Traffic Control System (ATCS) is no longer available as mitigation for private projects unless LADOT has already assigned a specific intersection to a specific project as part of a traffic study approval or the project has already paid for installation of ATSAC/ATCS due to the full funding of the ATSAC/ATCS program for the entire City. Additionally, all future traffic studies should assume the ATSAC/ATCS credit in the future baseline analysis conditions (e.g., future pre-project, future with project, etc.). Prior to November 20, 2007 the project applicant paid for the upgrading of seven intersections. These intersections are identified in the mitigation section of this document.

ATSAC provides computer control of traffic signals allowing automatic adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by accidents, the ability to centrally implement special purpose short-term traffic timing

changes in response to incidents, and the ability to quickly identify signal equipment malfunctions. ATCS provides real time control of traffic signals and includes additional loop detectors, closed-circuit television, an upgrade in the communications links, and a new generation of traffic control software.

2. THRESHOLDS OF SIGNIFICANCE

Unless otherwise indicated, the thresholds of significance identified in this section and used to determine the proposed project's environmental effects are based on direction from the Los Angeles CEQA Thresholds Guide (as adopted 2006).

Intersection, Street Segment and Freeway Capacity

Intersection Capacity – The project would have a significant impact on intersection capacity if the project traffic causes an increase in the V/C ratio on the intersection operating condition after the addition of project traffic of one of the following:

V/C ratio increase ≥0.040 if final LOS[2] is C
V/C ratio increase ≥0.020 if final LOS is D
V/C ratio increase ≥0.010 if final LOS is E or F

These criteria are also consistent with criteria set forth in the LADOT's *Traffic Study Policies and Procedures*, and represent a Sliding Scale Method for calculating the level of impact. The City's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection V/C ratio by an amount equal to or greater than the values shown above.

Street Segment Capacity – The project would have a significant street segment capacity impact if project traffic causes an increase in the V/C ratio on the street segment operating condition after the addition of project traffic equal to or greater than the following:

V/C ratio increase >0.080 if final LOS is C
V/C ratio increase >0.040 if final LOS is D
V/C ratio increase >0.020 if final LOS is E or F

Freeway Capacity – The project would have a significant freeway capacity impact if project traffic causes an increase in the demand to capacity (D/C) ratio on a freeway segment or freeway on- or off-ramp of 2 percent or more capacity (D/C increase >0.02), which causes or worsens LOS F conditions (D/C >1.00).

[2]"Final LOS" is defined as projected future conditions including project, ambient, and related project growth but without project traffic mitigation.

Project Access and Neighborhood Protection

Project Access

Project Access (operational) – The project would have a significant project access impact if the intersection(s) nearest the primary site access is/are projected to operate at LOS E or F during the A.M. or P.M. peak hour, under cumulative plus project conditions.

Bicycle, Pedestrian and Vehicular Safety - The determination of significance shall be on a case-by-case basis, considering the following factors:

- The amount of pedestrian activity at project access points.
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists.
- The type of bicycle facility the project driveway(s) crosses and the level of utilization.
- The physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/ bicycle or vehicle/vehicle impacts.

Neighborhood Intrusion

The project would have a significant neighborhood intrusion impact if project traffic increases the average daily traffic (ADT) volume on a local residential street in an amount equal to or greater than the following:

ADT increase ≥ 16% if final ADT[3] <1,000
ADT increase >12% if final ADT >1,000 and <2,000
ADT increase >10% if final ADT >2,000 and <3,000
ADT increase >8% if final ADT >3,000

The significance of neighborhood intrusion impacts related to vehicle delay shall be determined on a case-by-case basis.

Transit System

The determination of significance shall be made on a case-by-case basis, considering the projected number of additional transit passengers expected with implementation of the Proposed Project and available transit capacity.

Parking

The project would have a significant impact on parking if the project provides less parking than needed as determined through an analysis of demand from the project.

[3]"Final ADT" is defined as total projected future daily volume including project, ambient, and related project growth.

In-Street Construction

The determination of significance shall be made on a case-by-case basis, considering the following factors:

Temporary Traffic Impacts:

- The length of time of temporary street closures or closures of two or more traffic lanes;
- The classification of the street (major arterial, state highway) affected;
- The existing traffic levels and level of service (LOS) on the affected street segments and intersections;
- Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
- Potential safety issues involved with street or lane closures; and
- The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.

Temporary Loss of Access:

- The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;
- The availability of alternative vehicular or pedestrian access within ¼ mile of the lost access; and
- The type of land uses affected, and related safety, convenience, and/or economic issues.

Temporary Loss of Bus Stops or Rerouting of Bus Lines:

- The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
- The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;
- The existence of other bus stops or routes with similar routes/destinations within a ¼ mile radius of the affected stops or routes; and
- Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).

Temporary Loss of On-Street Parking:

- The current utilization of existing on-street parking;
- The availability of alternative parking locations or public transit options (e.g. bus, train) within ¼ mile of the project site; and
- The length of time that existing parking spaces would be unavailable.

3. ENVIRONMENTAL IMPACTS

a. Relevant Project Characteristics

Proposed Physical Site Access and Circulation Improvements

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 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 Access* and *Figure 15: Site Access and Driveways – Proposed Riverside Access*, in Section II: Project Description: F-Project Characteristics, of this EIR, 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

As part of the expansion project, it is proposed that the two existing Fashion Square driveways on Riverside Drive 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 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* in Section II: Project Description: F-Project Characteristics, of this EIR. 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.[4] 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

[4] It is noted that the owners of the Riverside Shopping Center may not permit an internal roadway connection between the Fashion Square and its center. In this scenario, the Riverside Shopping Center will continue to have vehicular access from its existing driveways along Riverside Drive and Woodman Avenue, albeit with restricted left-turn ingress from Riverside Drive (which is common at many commercial centers in Los Angeles located immediately adjacent to intersections of major roadways due to traffic operational safety issues).

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 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).
- 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).
- 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 remainder 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.

Proposed Parking Improvements

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 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, up to 5,148 parking spaces would be provided across the entire site, representing a minimum increase of approximately 973 spaces above the approximate 3,902 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. Parking for the Proposed Project will be provided through a combination of old and new parking structures, and through 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 discussion

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 at the same location for Notre Dame High School. 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.

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.

Operational Characteristics

The Proposed Project proposes expansion of the existing shopping center by 280,000 GLSF of floor area to provide a total of approximately 1,147,000 GLSF of floor area. The new floor area would consist of retail and restaurant uses. The summary of existing and proposed floor area, broken down by retail and restaurant use, is provided in *Table 40: Summary of Project Floor Area*.

TABLE 40
SUMMARY OF PROJECT FLOOR AREA [1] [2]

USE	EXISTING FLOOR AREA		NET NEW FLOOR AREA		TOTAL FLOOR AREA	
	LAMC	LEASABLE	LAMC	LEASABLE	LAMC	LEASABLE
Retail	956,422	842,045	355,227	233,178	1,311,649	1,075,223
Restaurant	31,694	24,955	71,329	46,822	103,023	71,777
TOTAL	**988,116**	**867,000**	**426,556**	**280,000**	**1,414,672**	**1,147,000**

[1] Floor area is expressed in terms of the Los Angeles Municipal Code (LAMC) definition, as well as in gross leasable (GLSF) floor area, which is the common floor area calculation used for enclosed shopping malls such as Fashion Square.
[2] The floor areas provided in this table are precise numbers that vary slightly from the floor area data provided in the project description, for which floor area was rounded to an approximate value. For the purpose of traffic and parking analysis in this section, the numbers presented in this table were used.

Based on an analysis of potential traffic impacts presented in the Traffic Study, transportation improvement measures have been identified, several of which have been incorporated directly into the project design and hence function a project design features (PDFs). PDFs are specific design elements proposed by the project applicant that have been incorporated into the project to prevent the occurrence, or to reduce the significance, of potential environmental effects. For example, the location of the new proposed consolidated driveway on Riverside drive functions as both a PDF (because it is part of the project design), as well as a mitigation measure because it represents an configuration which will reduce transportation impacts. Specific PDFs, as well as recommended mitigation measures are identified later in this section.

Although not required to mitigate adverse project impacts, the project applicant, in consultation with LADOT, has volunteered to implement three additional transportation improvements so as to improve local traffic operations:

- 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.

- Design and install protected/permissive left-turn traffic signal phasing for Hazeltine Avenue and Riverside Drive at the Hazeltine Avenue/Riverside Drive intersection 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.

Construction Activity

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. Construction phasing is described in detail in Section II: Project Description: F-Project Characteristics.

Construction activities would be coordinated and staged to balance space limitations on site, phasing of construction to retain operation of the existing shopping center and appropriate parking during construction, and general construction phasing techniques. 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 strategies are anticipated to include strategic planning of construction states, the use of on-site valet parking, stacked parking, shuttles, and a dedicated pedestrian walkway, 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 so that at no time during the construction activities, will available parking fall below 2,800 parking spaces during any peak holiday period within the construction timeframe. Retention of these parking levels will ensure that the availability of parking spaces coincides with the level of on-going shopping center uses.

Construction debris from demolition of existing parking areas, and earth from excavation will require that dirt and materials be removed from the site. A haul route from the project site will be required. The Applicant also requests a zone variance during the construction phase to accommodate a temporary reduction from the code-required parking levels during the first phase of construction (i.e., until completion of the new "east" parking structure).

Other Traffic Related Assumptions

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

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

- Pedestrian crossings at Riverside Drive/Matilija Avenue and at the new westerly driveway/Riverside Drive intersection.

- 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.

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:

- 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 Westfield. The Transportation Coordinator will assist employees in seeking out and arranging for commute alternatives. This includes carpool and vanpool formation, assisting employees with planning trips to work via bus, and locating bike or walking routes to work. The Employee Transportation Center shall provide a bulletin board, display case, or kiosk displaying transportation information where the greatest numbers 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.

b. Project Impacts

Based on the IS, potential impacts for a number of environmental issues were determined to be less than significant. The scope of the following analysis focuses only on those impacts that were determined through the NOP and IS process to have a potential significant environmental effect. Issues related to Traffic, Circulation and Access that were determined to be less than significant, and not addressed further, include air traffic. An explanation supporting this conclusion is provided in Section VI: Other Environmental Considerations: A-Effects Not Found To Be Significant of this DEIR.

(1) Construction Activity

During the construction phase, traffic would be generated by activities including construction equipment, crew vehicles, haul trucks and trucks delivering building materials. Hauling of debris would be restricted to a haul route approved by the City. The City will approve specific haul routes for the transport of materials to and from the site during demolition and construction. Currently, the Proposed Project's haul route is not approved and thus remains subject to the City's approval process. This process includes a public hearing and opportunities for the public to comment on the proposed route.

Subject to approval, the general haul routes currently envisioned are as follows:

Inbound: 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 US 101 Freeway at Van Nuys Blvd 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 entry is closed to the public by allowing the trucks to enter at the Riverside Entry in lieu of the Woodman Avenue Entry.

Outbound: Trucks exiting the jobsite will take the following route, exiting the site at the Woodman Avenue entrance on the south side of the property.

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

A goal of the Proposed Project is to reuse and or recycle as much of the existing mall and parking structure materials as possible. Materials that would be recycled include concrete and steel. Concrete and steel removed from the site would be hauled via the same routs outlined above to one of the existing recycling sites located in Los Angeles County. The recycling component of the Project is a major design feature. It is anticipated that about 50 percent of all materials (by weight) would be recycled. Removal of these materials will occur during two demolition phases. The first will be associated with the area to construct the new east parking structure. This demolition is anticipated to take approximately 1 month. The second demolition phase would occur with the removal of the existing 3 level parking structure south of the mall. This demolition is anticipated to take up to 4 months and is anticipated to require approximately 41 roundtrip truckloads (or 82 daily trips, counting the arrival and departure separately). Work hours are anticipated to be from 7:00 a.m. to 9:00 p.m. Monday through Friday and 10:00 a.m. to 6:00 p.m. on Saturday.

During the construction phase, local traffic may experience a temporary increase as additional construction-related trips (comprised of commuting construction personnel and haul trucks) would be added to the area in addition to traffic generated by the existing retail uses. However, the Proposed Project would be subject to the City's haul route approval process. Ingress and egress from the site would be designed pursuant to City code requirements. Nevertheless, it will be necessary to develop and implement a construction traffic control plan, including the designated haul route and staging area, traffic control procedures, emergency access provisions, and construction crew parking to mitigate the traffic impact during construction. The construction traffic control plan would also address interim traffic staging and parking for shopping center patrons that would continue to shop at Fashion Square during the construction phase.

It is assumed that demolition and grading would occur on the Project site during the first year of construction. It is also assumed that after completion of the initial phase of construction demolition and grading, final grading and structure construction would begin on the site and extends over a two-year period. It is estimated that the demolition/excavation would require the removal of approximately 147,016 cubic yards of material from the site. It is assumed that the equipment staging area during the initial phases of construction grading, as well as after the start of construction, would occur on the Project site. Construction worker parking would occur in a

combination of on-site parking and off-site parking (with workers transported to the site in shuttles if required).

It is assumed that heavy construction equipment would be located on-site during grading activities and would not travel to and from the Project site on a daily basis. However, truck trips would be generated during the demolition, grading, and export period, so as to remove material (from demolition) from the Project site. Trucks are expected to carry the export material to a receptor site located within 20 miles of the Project site. The Project applicant anticipates that trucks with a capacity to carry at least 14 cubic yards of material per truck would be used during the export period. The export period is assumed to require approximately 130 workdays per month for three months. During the peak demolition, grading and export activities, up to 80 truck trips per day (i.e., 40 inbound trips and 40 outbound trips) are anticipated. Of the 80 daily truck trips, it is estimated that approximately ten trucks trips (five inbound trips and five outbound trips) would occur during each of the weekday A.M. peak hour, the weekday P.M. peak hour, and the Saturday mid-day peak hour.

Activities related to the final grading/structure construction period would generate a higher number of vehicle trips as compared to the grading and material export period. Thus, the greatest potential for impact on the adjacent street system would occur during the final grading/structure construction period.

During the final grading and structure construction period, it is assumed that a trip generation rate of 0.32 worker vehicle trips per 1,000 square feet of commercial development per day is used. Construction workers are expected to typically arrive at the Project site before 7:00 a.m. and most will depart before 3:00 p.m. Thus, these construction work trips would occur outside of the peak hour of traffic on the local street system. For example, as shown in the Traffic Study, the peak hour of traffic at the study intersections adjacent to the Project site begins between 7:30 and 7:45 a.m. during the morning commuter period, and begins at 5:00 p.m. during the afternoon commuter period.

It is anticipated that construction workers would remain on-site throughout the day. It is estimated that a peak of approximately 900 vehicle trips per day (i.e., 450 trips inbound and 450 trips outbound) would be generated by the construction workers during the peak construction phases at the Project site. Of the peak daily trip generation of 900 daily trips, it is estimated that approximately 90 construction worker vehicle trips (ten percent of the daily construction worker inbound or outbound trips) would occur during each of the weekday A.M. peak hour, the weekday P.M. peak hour, and the Saturday mid-day peak hour.

In addition to construction worker vehicles, additional trips may be generated by miscellaneous trucks traveling to and from the Project site. These trucks may consist of larger vehicles delivering equipment and/or construction materials to the Project site, or smaller pick-up trucks or four-wheel drive vehicles used by construction supervisors and/or City inspectors. During peak construction phases, it is estimated that approximately 40 trips per day would be made by miscellaneous trucks. To conservatively estimate the equivalent number of vehicles associated with the trucks, a passenger car equivalency factor of 2.0 was utilized based on standard traffic engineering practice. Conservatively assuming 40 daily truck trips, it is estimated that the trucks

would generate approximately 80 passenger car equivalent (PCE) vehicles trips (i.e., 40 trips inbound and 40 trips outbound) on a daily basis. It is estimated that approximately 12 PCE vehicle trips (six inbound trips and six outbound trips) would occur during each of the weekday A.M. peak hour, the weekday P.M. peak hour, and the Saturday mid-day peak hour.

Taken together, the construction worker vehicles and miscellaneous trucks are forecast to generate 960 PCE vehicle trips per day (i.e., 480 inbound and 480 outbound) during peak final construction and structure construction phases at the site. During the weekday A.M. peak hour, the weekday P.M. peak hour, and the Saturday mid-day peak hour, it is estimated that approximately 96 PCE vehicle trips would be generated during each of these peak hours.

Based on the relatively low number of generated construction related trips as compared to the project, traffic impacts due to construction activities are forecast to be less than significant at the 18 study intersections during the weekday A.M. and P.M. peak hours or during the Saturday mid-day peak hour.

Further, because a construction traffic and interim traffic control plan will be in force, and because the temporary increase and disruption to the local traffic area due to construction activity would be short-term and not permanent, the resulting impact to traffic would be less than significant with implementation of the traffic control plans and City's approval of the haul routes.

(2) Long-Term Operation

In order to analyze the potential long-term operational traffic-related impacts associated with the Proposed Project, the following background, assumptions and methodology were used.

Traffic Counts

Manual counts of vehicular turning movements were conducted at each of the 18 study intersections during weekday A.M. and P.M. commuter periods, and during a week-end (Saturday) mid-day period, to determine the peak hour traffic volumes. "Typical" weekday commuter periods for Los Angeles include 7:00 A.M. to 10:00 A.M. and 3:00 P.M. to 6:00 P.M. Results of the manual counts which represent base line conditions for the project vicinity are presented above under Existing Conditions.

Project Trip Generation

Traffic generation for a particular project/use is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the Proposed Project during the A.M. and P.M. peak hours, as well as on a daily basis, were estimated using rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual[5]. Traffic volumes expected to be generated by the Proposed Project were based upon per thousand GLSF. ITE Land Use Code 820 (Shopping

[5]Institute of Transportation Engineers. 2003. *Trip Generation, 7th Edition.* Washington D.C.: Author. 12 June 2008 <http://www.ite.org/emodules/scriptcontent/Orders/ProductDetail.cfm?pc=GP-001B>.

Center) trip generation equation rates were used to forecast the traffic volumes expected to be generated by the Proposed Project.

In addition to the trip generation forecast for the Proposed Project (which is essentially an estimate of vehicles that could be expected to enter and exit the site access points), a forecast was made of the likely pass-by trips that could be anticipated at the site. Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. The pass-by traffic forecast has been estimated based on existing traffic volumes at the study intersections, recommended practice in Chapter 5 of the ITE *Trip Generation Handbook*[6], and LADOT's policy on pass-by trips as stated in the City's *Traffic Study Policies and Procedures*. A 10 percent (10%) pass-by adjustment has been applied to the project A.M. and P.M. peak hour traffic volume forecasts, as well as to the daily traffic volume forecast for the existing shopping center and the Proposed Project.

Weekday Trip Generation

The trip generation forecast for the Proposed Project is summarized in *Table 41: Weekday Project Trip Generation*. The trip generation forecast for the project was submitted for review and approval by LADOT staff. As presented in *Table 42: Weekday Project Trip Generation*, the project is expected to generate a net increase of 95 vehicle trips (58 inbound trips and 37 outbound trips) during the A.M. Peak Hour; a net increase of 476 vehicle trips (229 inbound trips and 247 outbound trips) during the P.M. Peak Hour; and a net increase of 4,964 daily trip ends (2,482 inbound trips and 2,482 outbound trips) during a typical weekday.

TABLE 41
WEEKDAY PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS VOLUMES [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
PROPOSED								
Shopping Center	1,147,000 GLSF	33,162	413	264	677	1,504	1,629	3,133
Less 10% Pass-by [3][4]		(3,316)	(41)	(26)	(67)	(150)	(163)	(313)
Subtotal		29,846	372	238	610	1,354	1,466	2,820
EXISTING								
Shopping Center	867,000 GLSF	27,647	349	223	572	1,250	1,354	2,604
Less 10% Pass-by [3][4]		(2,765)	(35)	(22)	(57)	(125)	(135)	(260)
Subtotal		24,882	314	201	515	1,125	1,219	2,344

[6]Institute of Transportation Engineers. 2004. *Trip Generation Handbook, 2nd Edition*. Washington D.C.: Author. 12 June 2008 <http://www.ite.org/emodules/scriptcontent/Orders/ProductDetail.cfm?pc=RP-028B>.

TABLE 41
WEEKDAY PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS VOLUMES [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
NET CHANGE	**280,000 GLSF**	**4,964**	**58**	**37**	**95**	**229**	**247**	**476**

[1] Source: ITE "Trip Generation", 7th Edition, 2003.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 820 (Shopping Center) trip generation equation rates.
[4] Pass-by trips include traffic passing the site on an adjacent street with direct access to the land use. Pass-by reductions were based on the City of Los Angeles Department of Transportation policy on pass-by trips.

TABLE 42
WEEKEND PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS VOLUMES [2]	SATURDAY PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL
PROPOSED					
Shopping Center	1,147,000 GLSF	42,972	2,198	2,029	4,227
Less 10% Pass-by [3][4]		(4,297)	(220)	(203)	(423)
Subtotal		38,675	1,978	1,826	3,804
EXISTING					
Shopping Center	867,000 GLSF	36,026	1,832	1,692	3,524
Less 10% Pass-by [3][4]		(3,603)	(183)	(169)	(352)
Subtotal		32,423	1,649	1,523	3,172
NET CHANGE	**280,000 GLSF**	**6,252**	**329**	**303**	**632**

[1] Source: ITE "Trip Generation", 7th Edition, 2003.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 820 (Shopping Center) trip generation equation rates.
[4] Pass-by trips include traffic passing the site on an adjacent street with direct access to the land use. Pass-by reductions were based on the City of Los Angeles Department of Transportation policy on pass-by trips.

It should be noted that the traffic study prepared for the project noted that the trip generation likely overstates the actual amount of vehicular traffic that would be generated by the Proposed Project. By example, traffic counts were conducted at the existing shopping center driveways during the weekday morning and afternoon commuter peak periods. The existing shopping center currently generates 418 A.M. peak hour trips (327 inbound trips and 91 outbound trips) and 1,850 P.M. peak hour trips (836 inbound trips and 1,014 outbound trips). The actual peak hour traffic count data is approximately 25% less than the estimates based on the ITE trip rates for shopping centers of similar size. This trip generation characteristic is likely due to the shopping center providing "high end" tenants which require relatively fewer patrons to achieve revenue goals. However, to provide a conservative, "worst-case" analysis, the traffic study prepared for the project included a trip generation forecast based on the ITE trip rates.

Weekend Trip Generation

Traffic volumes expected to be generated by the Proposed Project during the Saturday mid-day peak hour, as well as on a daily basis, were estimated using rates published in the ITE Trip Generation manual. The Saturday trip generation forecast for the Proposed Project is summarized in *Table 42: Weekend Project Trip Generation*. As presented in *Table 42: Weekend Project Trip Generation*, the Proposed Project is expected to generate a net increase of 632 vehicle trips (329 inbound trips and 303 outbound trips) during the Saturday mid-day peak hour. Over a 24-hour period, the Proposed Project is forecast to generate a net increase of 6,252 daily trip ends during a typical Saturday (3,126 inbound trips and 3,126 outbound trips).

It should be noted that the trip generation forecast provided herein likely overstates the actual amount of vehicular traffic that would be generated by the proposed expansion. By example, traffic counts were conducted at the existing shopping center driveways during the Saturday mid-day peak period. The shopping center currently generates 2,854 Saturday mid-day peak hour trips (1,627 inbound trips and 1,227 outbound trips). The actual peak hour traffic count data is approximately 25% less than the estimates based on the ITE trip rates for shopping centers of similar size. This trip generation characteristic is likely due to the shopping center providing "high end" tenants which require relatively fewer patrons to achieve revenue goals. However, to provide a conservative, "worst-case" traffic analysis, the trip generation forecast based on the ITE trip rates have been utilized in the review of potential impacts associated with the project.

Project Trip Distribution

The traffic distribution pattern was based on the proposed land uses, the existing and proposed access schemes, existing traffic patterns, characteristics of the surrounding roadway system, and nearby population and employment centers. Project generated traffic was assigned to the local roadway system based on a trip distribution pattern developed in consultation with City staff, and was submitted to staff for their review and approval.

The regional distribution patterns of project-related trips utilized in the traffic analysis were determined to be consistent with the procedures outlined in the Congestion Management Program (CMP) manual published by the Metropolitan Transportation Authority. The CMP manual provides generalized trip distribution factors based on regional modeling efforts. The trip distribution factors show Regional Statistical Areas (RSAs)-level trip making origins and destinations for work and non-work trip purposes. The regional distribution pattern for the Proposed Project provides general origin and destination trip distributions from the project study area RSA throughout the Los Angeles Basin.

The distribution pattern was reviewed and approved by LADOT prior to inclusion into the traffic analysis. The project-related traffic volume distribution percentages during A.M. and P.M. peak hours at the 18 study intersections for the A.M. and P.M. peak hours are displayed in *Figure 48: Project Trip Distribution*, *Figure 49: Project Traffic Volumes – Weekday AM Peak Hour* and *Figure 50: Project Traffic Volumes – Weekday PM Peak Hour*.

Similar to the weekday analysis, for the weekend trip distribution patterns the project generated traffic was assigned to the local roadway system based on a trip distribution pattern developed in consultation with City staff. The forecast project traffic volumes at the study intersections for the Saturday mid-day peak hour are displayed in *Figure 47: Project Traffic Volumes – Saturday Mid-Day Peak Hour*.

Related Projects and Ambient Growth

A forecast of on-street traffic conditions prior to occupancy of the Proposed Project was prepared by incorporating the potential trips associated with other known development projects (related projects as identified in Section III: General Description of the Environmental Setting: B-Related Projects of this DEIR) in the area. The potential impact of the Proposed Project can be evaluated within the context of the cumulative impact of all ongoing development. Related project research was based on information on file at the City of Los Angeles Departments of Planning and Transportation. The list of related projects in the project area used for this analysis is provided in *Table 3: List of Related Projects* in Section III: General Description of the Environmental Setting: B-Related Projects of this DEIR. The locations of related projects are shown in *Figure 21: Location of Related Projects*, also found in Section III: General Description of the Environmental Setting: B-Related Projects of this DEIR.

Traffic volumes expected to be generated by related projects were calculated using rates provided in the ITE Trip Generation manual. Related projects' traffic generation for the A.M. and P.M. peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 43: Related Projects Weekday Trip Generation*. The anticipated distribution of related projects traffic volumes to the study intersections during A.M. and P.M. peak hours is displayed in *Figure 51: Related Projects Traffic Volumes – Weekday AM Peak Hour* and *Figure 52: Related Projects Traffic Volumes – Weekday PM Peak Hour*.

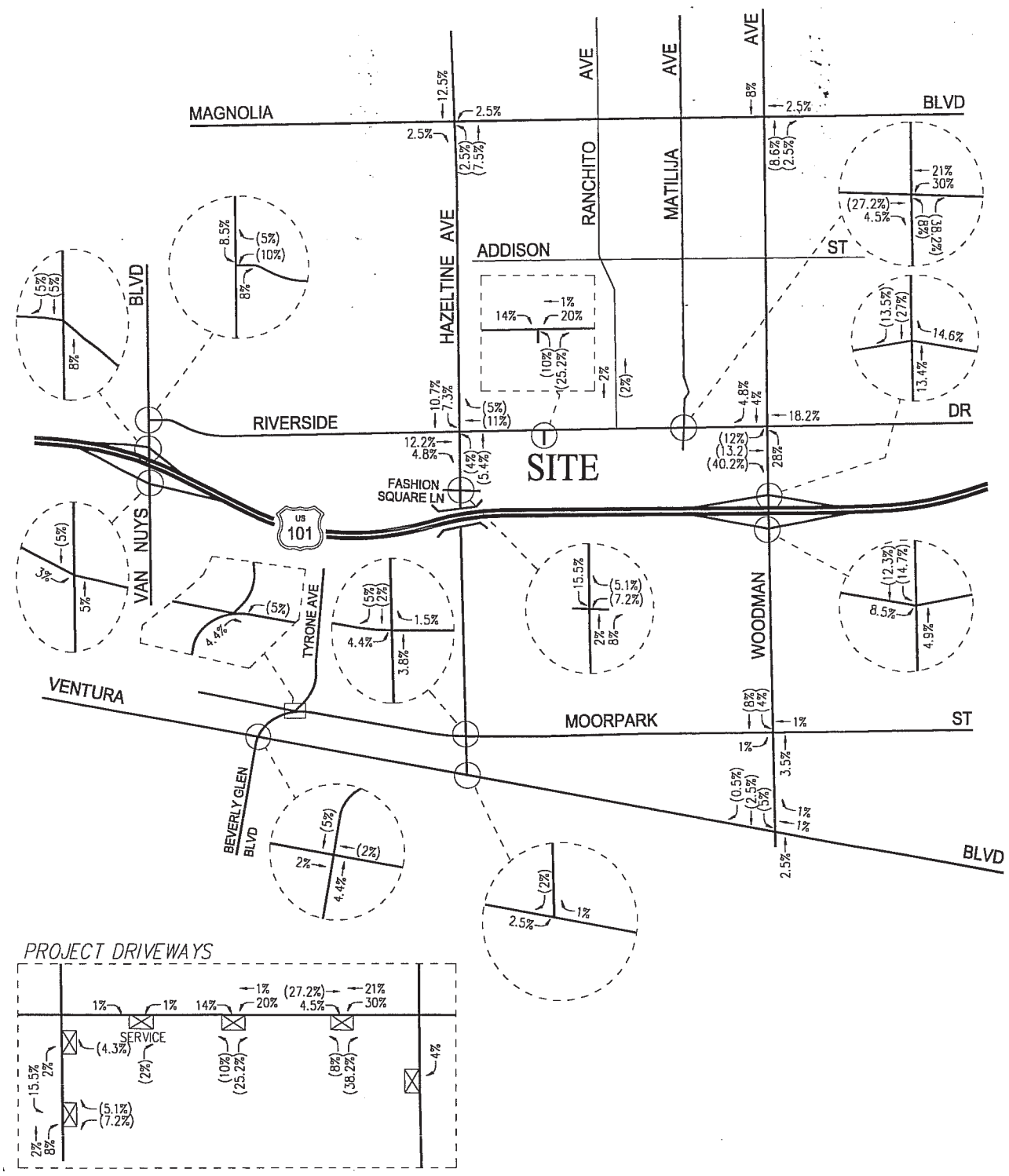

FIGURE 48
PROJECT TRIP DISTRIBUTION

MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

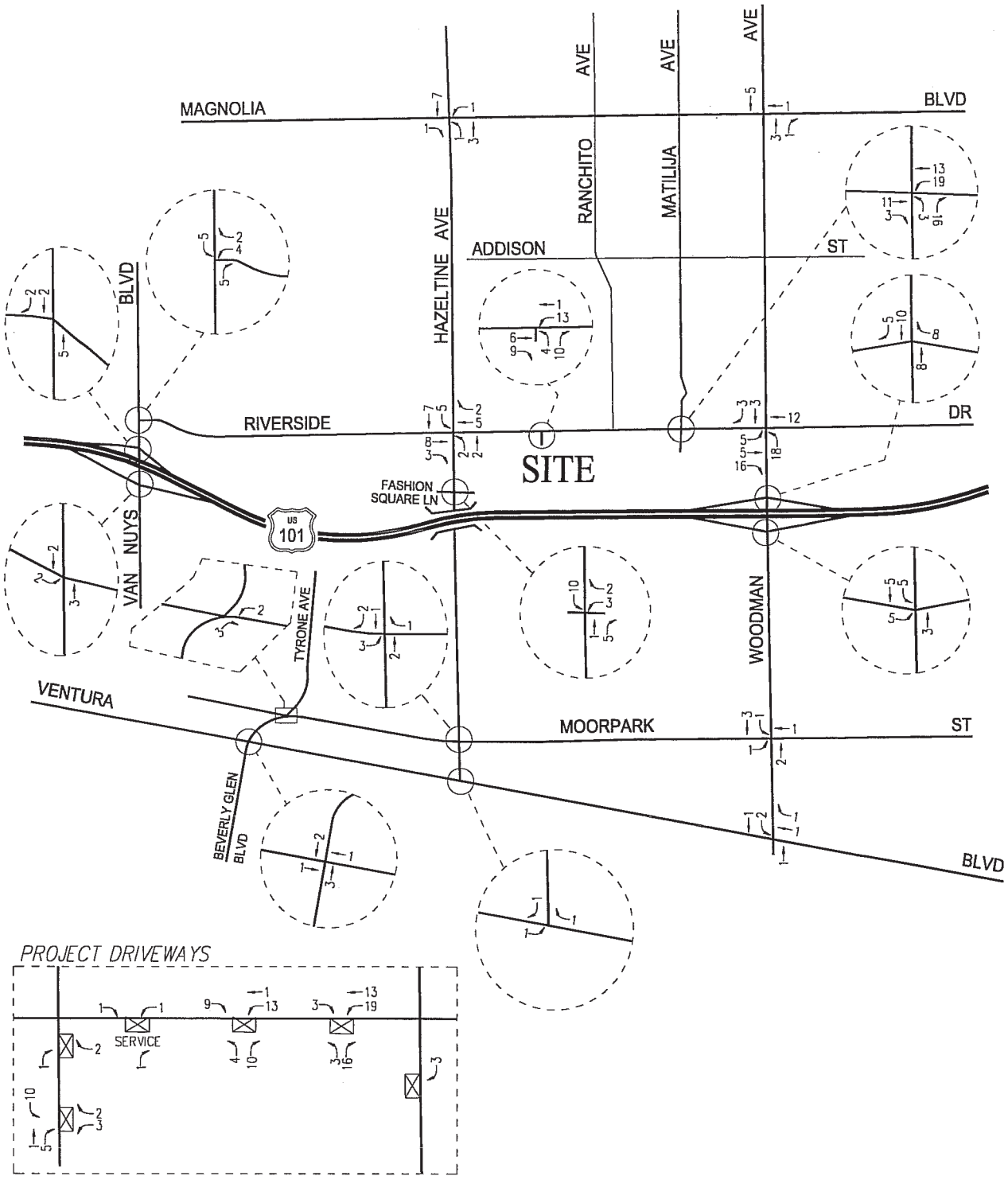

FIGURE 49
PROJECT TRAFFIC VOLUMES – WEEKDAY AM PEAK HOUR
MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

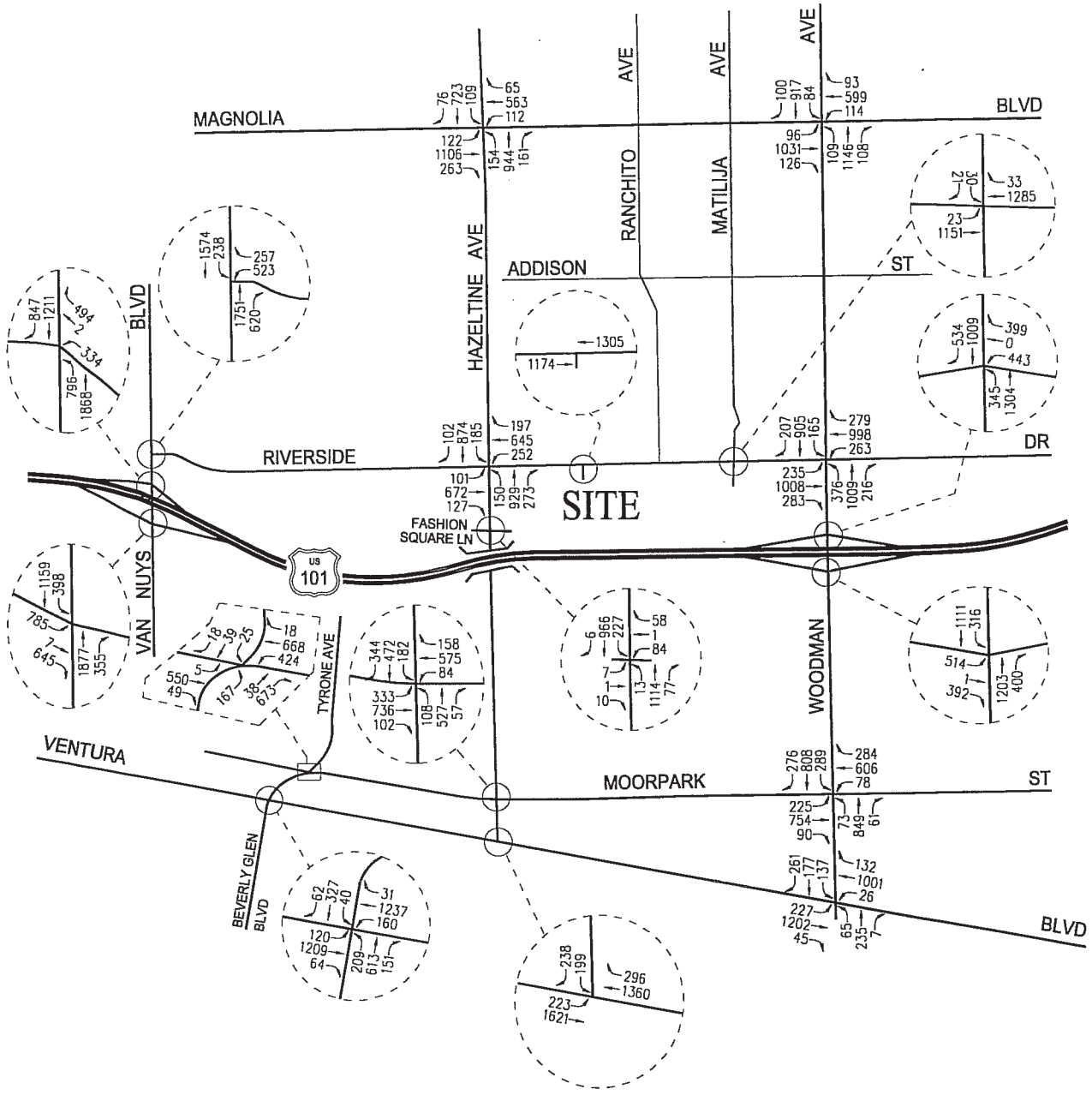

FIGURE 50
PROJECT TRAFFIC VOLUMES – WEEKDAY PM PEAK HOUR
MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

TABLE 43
RELATED PROJECTS WEEKDAY TRIP GENERATION [1]

NO.	LAND USE	SIZE	DAILY TRIP ENDS VOLUMES [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				IN	OUT	TOTAL	IN	OUT	TOTAL
1	Apartment [3]	142 DU	724	13	29	42	32	23	55
2	Mixed-Use Development [4] Condominium Retail Quality Restaurant Fast Food without Drive-thru	146,463 SF 88 DU 6,000 GLSF 7,000 GLSF 3,500 GSF	1,310	58	73	131	64	49	113
3	Office [5]	29,475 GSF	325	40	6	46	7	37	44
4	Drugstore [6]	11,244 GSF	1,013	21	15	36	48	47	95
5	Private School [7]	80 Students	198	50	41	91	29	32	61
6	Retail [8]	60,000 GSF	2,576	5	2	7	30	42	72
7	Apartment [9]	98 DU	659	10	40	50	40	21	61
8	Gas Station [10]	392 SF	520	21	21	42	26	26	52
9	Community College [11]	2,300 Students	5,380	441	97	538	212	120	332
10	Mixed-Use [12] Condominiums Specialty Retail	10,551 SF 52 DU 7,460 SF	470	9	23	32	27	20	47
11	Apartment [13] Supermarket Retail	500 DU 45,000 GSF 10,000 GLSF	5,500	96	225	321	323	227	550
12	Self-Storage [14]	60,250 GSF	(729)	(31)	(43)	(74)	(37)	(35)	(72)
13	New Car Sales [15]	85,038 GSF	1,787	78	27	105	52	81	133
14	Condominium [16]	26 DU	152	2	9	11	9	5	14

TABLE 43
RELATED PROJECTS WEEKDAY TRIP GENERATION [1]

NO.	LAND USE	SIZE	DAILY TRIP ENDS VOLUMES [2]	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				IN	OUT	TOTAL	IN	OUT	TOTAL
15	Condominium [16]	23 DU	135	2	8	10	8	4	12
16	Private School [7]	300 Students	744	165	78	243	(38)	(34)	(72)
17	Condominiums [16]	247 DU	1,447	18	88	106	84	42	126
TOTAL			**22,211**	**998**	**739**	**1,737**	**916**	**707**	**1,623**

[1] Source: ITE "Trip Generation", 7th Edition, 2003.
[2] Trips are one-way traffic movements, entering or leaving.
[3] Source: "Traffic Impact Analysis, Chase Knolls Project," prepared by Linscott, Law & Greenspan, Engineers, 2005.
[4] LADOT trip generation forecast. The A.M. peak hour traffic volumes represent ten percent of the daily trip generation forecast.
[5] ITE Land Use Code 710 (General Office Building) trip generation average rates.
[6] ITE Land Use Code 881 (Pharmacy/Drugstore without Drive-thru Window) trip generation average rates.
[7] LADOT trip generation forecast. Daily trip generation rate and directional distribution for Private School (K-12) obtained from ITE "Trip Generation," 7th Edition, 2003.
[8] LADOT trip generation forecast. Daily trip generation rate for shopping center obtained from ITE "Trip Generation," 7th Edition, 2003.
[9] ITE Land Use Code 220 (Apartment) trip generation average rates.
[10] LADOT trip generation forecast. The P.M. peak hour traffic volumes represent ten percent of the daily trip generation forecast.
[11] LADOT trip generation forecast. Daily trip generation rate and directional distribution for Junior/Community College obtained from ITE "Trip Generation," 7th Edition, 2003.
[12] LADOT trip generation forecast. The P.M. peak hour traffic volumes represent ten percent of the daily trip generation forecast.
[13] LADOT trip generation forecast. The P.M. peak hour traffic volumes represent ten percent of the daily trip generation forecast.
[14] LADOT tip generation forecast. Directional distribution for Health Club obtained from ITE "Trip Generation," 7th Edition, 2003. Existing Health Club at 14,624 square feet will be demolished as part of the project.
[15] LADOT trip generation forecast. Directional distribution for New Car Sales obtained from ITE "Trip Generation," 7th Edition, 2003.
[16] ITE Land Use Code 230 (Residential Condominium/Townhome) trip generation average rates.

In order to account for unknown related projects not included in the traffic study, the existing traffic volumes were increased at an annual rate of two percent (2.0%) to the year 2012 (i.e., the anticipated year of project build-out). Application of this ambient growth factor allows for a conservative forecast of future traffic volumes in the project study area. The ambient growth factor, determined in consultation with LADOT staff, was based on general traffic growth factors provided in the *2004 Congestion Management Program for Los Angeles County* (the "CMP manual"). The CMP's traffic growth rate is intended to anticipate future traffic generated by development projects in the project vicinity. It is also noted that based on review of empirical data and the general traffic growth factors provided in the CMP manual for the San Fernando Valley area, it is anticipated that the existing traffic volumes are actually expected to increase at an annual rate of less than 1.0% per year between the years 2005 and 2012. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data likely overstates future pre-project conditions and future traffic volumes at the study intersections.

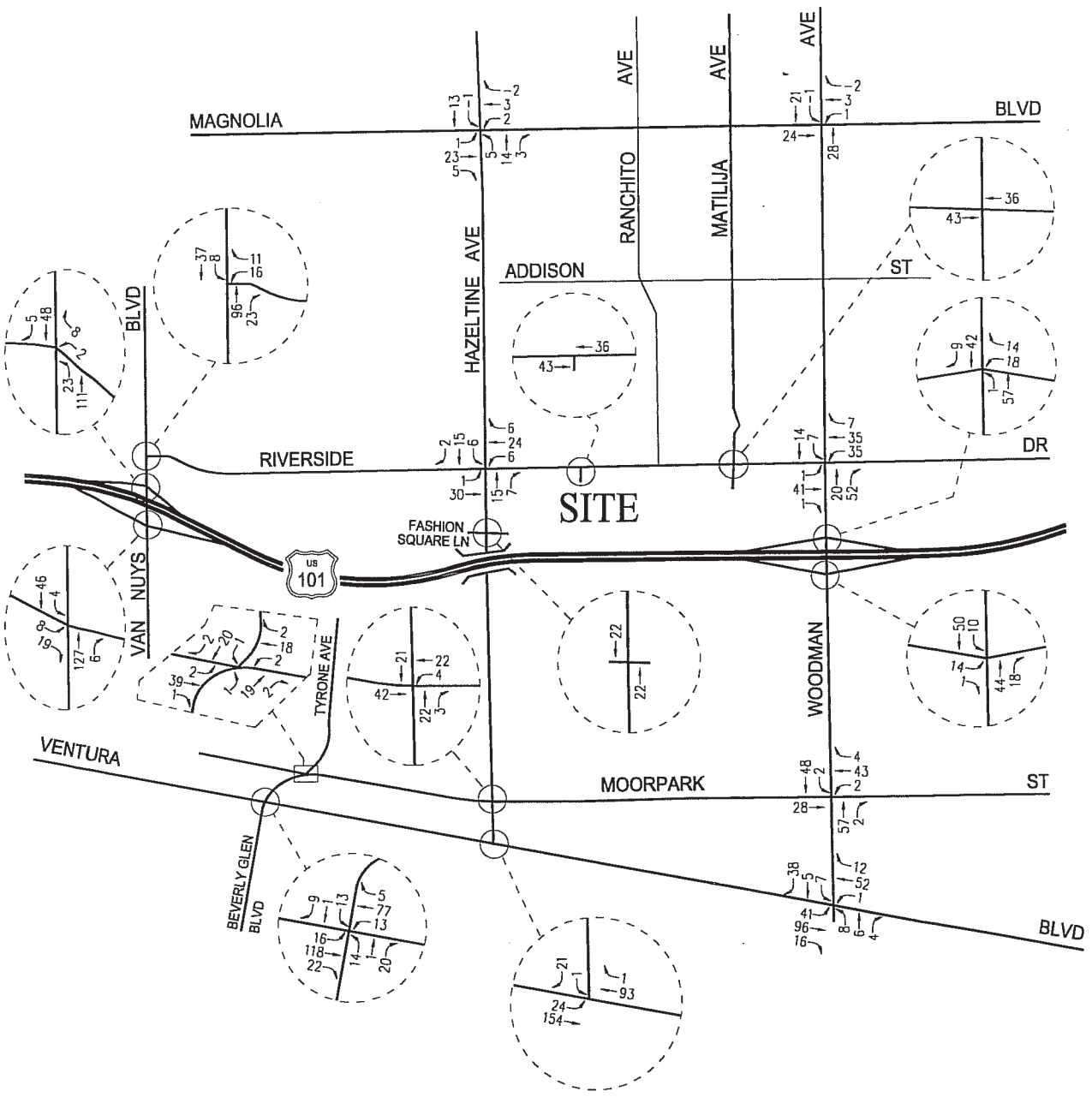

FIGURE 51

RELATED PROJECTS TRAFFIC VOLUMES – WEEKDAY AM PEAK HOUR

MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

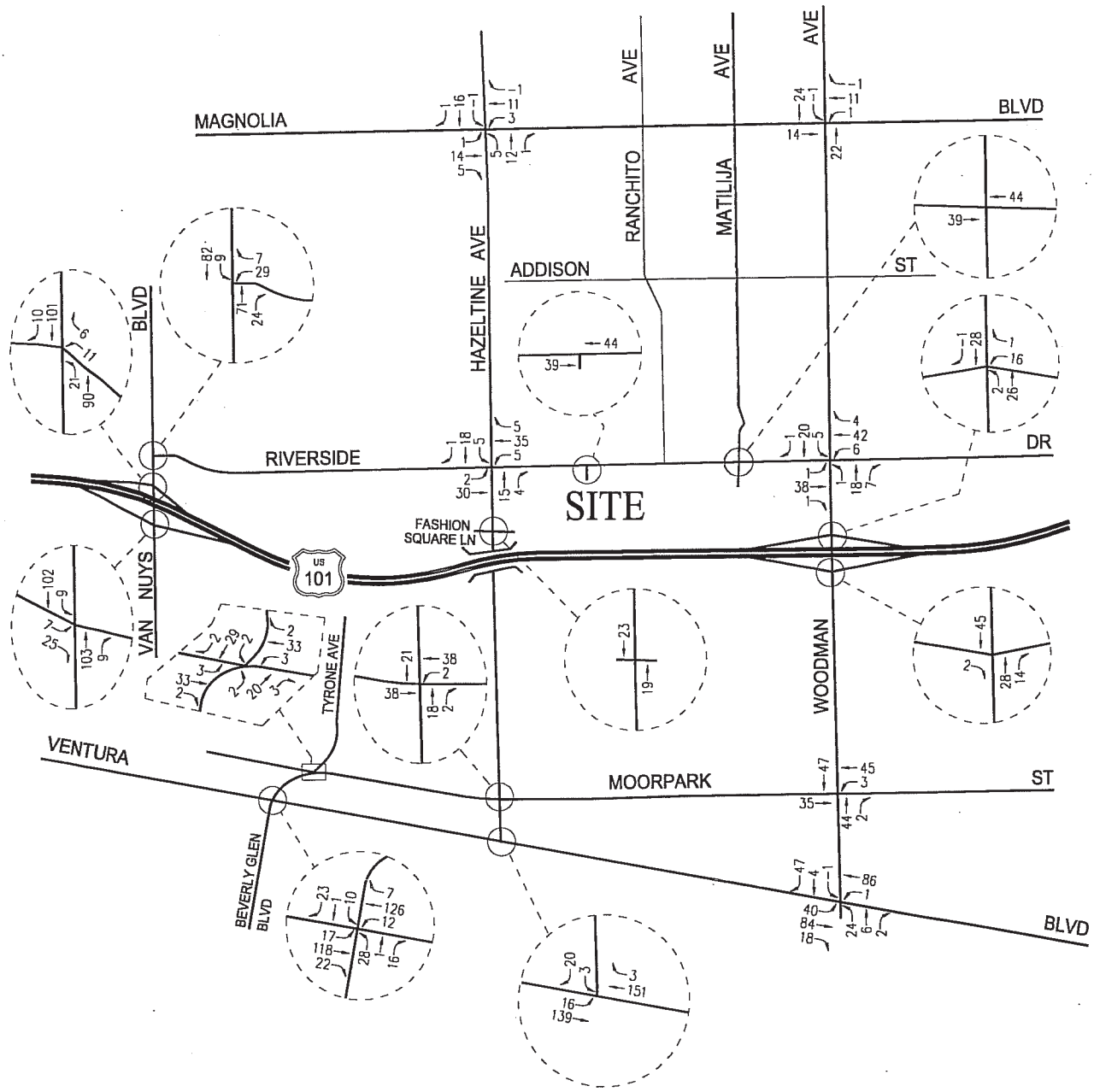

FIGURE 52
RELATED PROJECTS TRAFFIC VOLUMES – WEEKDAY PM PEAK HOUR
MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

The related projects' respective traffic generation for the Saturday mid-day peak hour, as well as on a daily basis for a typical Saturday, is summarized in summarized in *Table 44: Related Projects Weekend Trip Generation*. The anticipated distribution of the related projects traffic volumes to the study intersections during the Saturday mid-day peak hour is displayed in *Figure 53: Related Projects Traffic Volumes – Saturday Mid-Day Peak Hour*. Similar to the weekday analysis, the existing Saturday traffic volumes were increased at an annual rate of two percent (2.0%) to the year 2012 (i.e., the anticipated year of project build-out).

TABLE 44
RELATED PROJECTS WEEKEND TRIP GENERATION [1]

NO.	LAND USE	SIZE	DAILY TRIP ENDS VOLUMES [2]	SATURDAY PEAK HOUR VOLUMES [2]		
				IN	OUT	TOTAL
1	Apartment [3]	142 DU	859	15	62	77
2	Camino Real Mixed-Use Development					
	Condominium [4]	88 DU	516	31	15	46
	Retail [5]	6,000 GLSF	300	16	14	30
	Quality Restaurant [6]	7,000 GLSF	661	45	31	76
	Fast Food with Drive-Through [7]	3,500 GSF	2,527	106	101	207
3	Office [8]	29,475 GSF	82	8	6	14
4	Drugstore [9]	11,244 GSF	880	44	44	88
5	Private School [10]	80 Students	NOM.	NOM.	NOM.	NOM.
6	Retail [5]	60,000 GSF	2,998	155	143	298
7	Apartment [3]	98 DU	513	12	47	59
8	Gas Station [11]	392 SF	380	19	19	38
9	Community College [12]	2,300 Students	966	66	49	115
10	Condominiums [4]	52 DU	305	18	9	27
	Retail [5]	7,460 SF	373	19	18	37
11	II Villaggio Toscano Project					
	Apartment [3]	500 DU	3,669	45	179	224
	Retail [5]	10,000 GSF	500	26	24	50
	Supermarket [13]	45,000 GSF	7,992	247	237	484
	Existing Apartments [14]	24 DU	(153)	(6)	(6)	(12)
	Existing Single Family Detached Housing [15]	11 DU	(111)	(5)	(5)	(10)
	Existing Office [8]	52,452 GSF	(131)	(12)	(10)	(22)
12	Self-Storage [16]	60,250 GSF	74	4	3	7
	Existing Health/Fitness Club [17]	14,624 GSF	305	19	19	38
13	New Car Sales [18]	85,038 GSF	1,788	129	124	253

TABLE 44 (CONTINUED)
RELATED PROJECTS WEEKEND TRIP GENERATION [1]

NO.	LAND USE	SIZE	DAILY TRIP ENDS VOLUMES [2]	SATURDAY PEAK HOUR VOLUMES [2]		
				IN	OUT	TOTAL
14	Condominium [4]	26 DU	152	9	5	14
15	Condominium [4]	23 DU	135	8	4	12
16	Private School [9]	300 Students	NOM.	NOM.	NOM.	NOM.
17	Condominiums [4]	247 DU	1,447	86	42	128
TOTAL			**27,027**	**1,104**	**1,174**	**2,278**

[1] Source: ITE "Trip Generation", 7th Edition, 2003.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 220 (Apartment) dip generation equation rates for Saturday daily and-peak hour of generator.
[4] ITE Land Use Code 230 (Townhome/Condominium) nip generation average rates for Saturday daily and peak hour of generator.
[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates for Saturday daily and peak hour of generator.
[6] ITE Land Use Code 931 (Quality Restaurant) trip generation average rates for Saturday daily and peak hour of generator.
[7] ITE Land Use Code 933 (Fast-Food Restaurant without Drive-Through) trip generation average rates for Saturday daily and peak hour of generator.
[8] ITE Land Use Code 710 (General Office Building) trip generation equation rates for Saturday daily and peak hour of generator.
[9] ITE Land Use Code 881 (Pharmacy/Drugstore without Drive-Through Window) trip generation average rates for Saturday peak hour of generator. The peak hour traffic volumes represent ten percent of the daily trip generation forecast
[10] Please note that the weekend daily and peak hour traffic volumes for Private School are assumed to be nominal.
[11] As the ITE Trip Generation Manual does not provide weekend trip generation rates for this land use, ITE Land Use Code 945 (Gasoline Station with Convenience Market) weekday trip generation overage rates were utilized.
[12] ITE Land Use Code 540 (Junior/Community College) trip generation average rates for Saturday daily and peak hour of generator.
[13] ITE Land Use Code 850 (Supermarket) trip generation average rates for Saturday daily and peak hour of generator.
[14] ITE Land Use Code 220 (Apartment) trip generation average rates for Saturday daily and peak hour of generator.
[15] ITE Land Use Code 210 (Single Family Housing) trip generation average rates for Saturday daily and peak hour of generator.
[16] ITE Land Use Code 841 (New Car Sales) trip generation average rates for Saturday daily and peak hour of generator.
[17] ITE Land Use Code 492 (Health/Fitness Club) trip generation average rates for Saturday daily and peak hour of generator.
[18] ITE Land Use Code 841 (New Car Sales) trip generation average rates for Saturday daily and peak hour of generator.

Traffic Impact Analysis Methodology

The 18 study intersections were evaluated using the Critical Movement Analysis (CMA) method of analysis which determines Volume-to-Capacity (V/C) ratios on a critical lane basis. The overall intersection V/C ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). A description of the CMA method and corresponding Level of Service is provided in Appendix D of the Appendix I: Traffic Study.

The relative impact of the added project traffic volumes to be generated by the Proposed Project during the A.M. and P.M. peak hours was evaluated based on analysis of future operating conditions at the 18 study intersections, without and with the Proposed Project. The previously discussed capacity analysis procedures were utilized to evaluate the future V/C relationships and service level characteristics at each study intersection.

The significance of the potential impacts of project generated traffic at each study intersection was identified using criteria set forth in the LADOT's Traffic Study Policies and Procedures

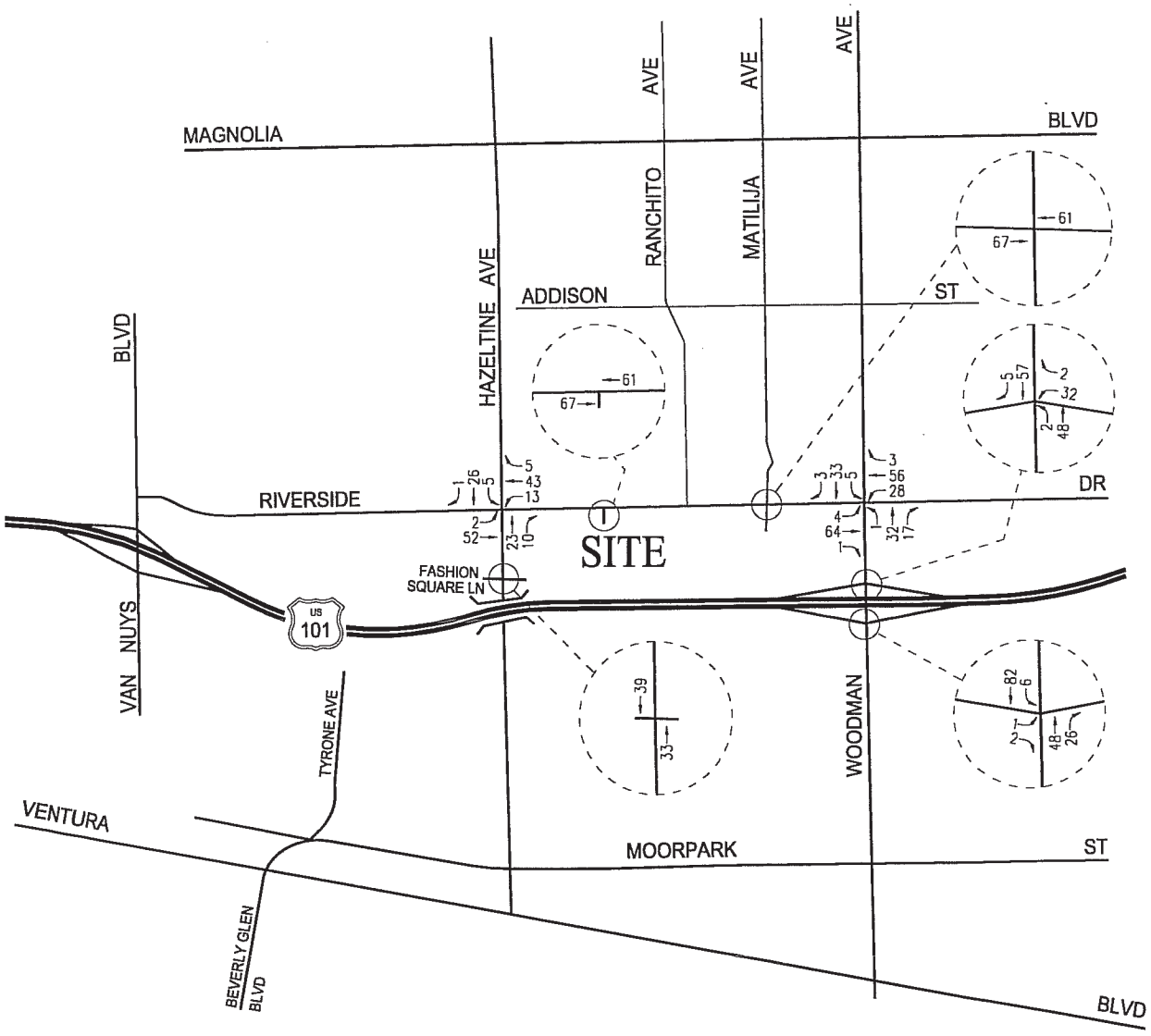

FIGURE 53
RELATED PROJECTS TRAFFIC VOLUMES – SATURDAY MID-DAY PEAK HOUR
MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

(March, 2002), and are identified above under the Thresholds of Significance section. According to the City's Sliding Scale Method for calculating the level of impact due to traffic generated by the Proposed Project, a significant transportation impact is determined based on the sliding scale based on the pre-project LOS. The City's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection V/C ratio by an amount equal to or greater than the sliding scale values.

An annual two percent (2.0%) ambient growth rate was assumed so as to account for unknown related projects in the vicinity of the Proposed Project.[7] Additionally, it was assumed that the Proposed Project will be completed and occupied in the year 2012.

The City's Automated Traffic Surveillance and Control (ATSAC) System provides computer control of traffic signals allowing automatic adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by accidents, the ability to centrally implement special purpose short-term traffic timing changes in response to incidents, and the ability to quickly identify signal equipment malfunctions. An upgrade to the ATSAC, called Adaptive Traffic Control System (ATCS), provides real time control of traffic signals and the funding provided by the ATCS project includes additional loop detectors, closed-circuit television, an upgrade in the communications link, and a new generation of traffic control software. LADOT estimates that the ATSAC system reduces the critical V/C ratios by seven percent (0.07).

Additionally, due to LADOT's recent policy change (as discussed above under Regulatory and Policy Setting), all future traffic studies should assume the ATSAC/ATCS credit in the future baseline analysis conditions (e.g., future pre-project, future with project, etc.). LADOT estimates that the ATSAC system reduces critical *v/*c ratios by seven percent (0.07). The ATCS upgrade further reduces the critical *v/c* ratios by three percent (0.03). Therefore, a reduction of 0.10 was assumed in the calculation of the *v/c* ratios for the signalized study intersections in the existing and future baseline analysis conditions. A reduction of 0.07 was assumed in the calculation of the *v/c* ratios for seven signalized study intersections for which the Project Applicant had previously funded in the existing and future baseline analysis conditions based on the current ATSAC operation (not ATCS). Further, the Proposed Project may utilize ATCS for purposes of further mitigating potential traffic impacts.

[7] For assessment purposes intersection volumes from 2005 were increased at a rate of two percent (2.0%) per year to reflect year 2007 conditions. Additional manual traffic counts were conducted in November 2007 at 17 of the study intersections to verify that the 2005 traffic count extrapolations remain representative of current (and projected) conditions. Following this comparison, it was determined that the 2007 traffic counts (as aggregated) were approximately 6.6 percent and 0.5 percent lower during A.M. peak and P.M. peak hours, respectively. These differences are within the normal expected variation range. Hence, the 2005 adjusted traffic counts presented in the Traffic Study, and referenced throughout this analysis, are reasonably consistent with the 2007 counts. Further, the 2005 adjusted traffic counts are more conservative (i.e., "worst-case") and provide a reasonable representation of traffic volumes in the study area. Source: Linscott, Law & Greenspan, Engineers. 2008 (August 14). *Westfield Fashion Square Expansion Project – Traffic Count Comparison* memorandum to Planning Associates, Inc. Pasadena, CA: Author. [See Appendix K of this Draft EIR]

Traffic Impact Analysis Scenarios

Traffic impacts at the study intersections were analyzed for the following conditions:

(a) Existing conditions
(b) Condition (a) plus two percent (2.0%) ambient traffic growth through year 2012
(c) Condition (b) with completion and occupancy of the related projects (including 2007 update)
(d) Condition (c) with completion and occupancy of the Proposed Project
(e) Condition (d) with implementation of project mitigation measures where necessary

The traffic volumes for each new conditions were added to the volumes in the prior condition to determine the change in capacity utilization at the 18 study intersections.

(a) Intersections

Weekday Traffic Analysis

Summaries of the V/C ratios and LOS values for the study intersections during the A.M. and P.M. peak hours are shown in *Table 45: Summary of Volume to Capacity Ratios and Level of Service Weekday AM and PM Peak Hours*.

As indicated in Column [1] of *Table 45: Summary of Volume to Capacity Ratios and Level of Service Weekday AM and PM Peak Hours*, 16 of the 18 study intersection are presently operating at LOS D or better during the A.M. and P.M. peak hours under existing conditions. The two study intersections currently operating at LOS E during the peak hours are: (1) Intersection No. 3 (Van Nuys Blvd / US 101 EB Ramps) with a P.M. peak hour V/C of 0.955 (LOS E); and (2) Intersection No. 12 (Woodman Ave / Riverside Dr.) with an A.M. peak hour V/C of 0.959 (LOS E).

Growth in traffic due to the combined effects of continuing development, intensification of existing developments, and other factors was assumed to be two percent per year through 2012. This ambient growth incrementally increases the V/C ratios at all of the study intersections. As shown in Column [2] of *Table 45: Summary of Volume to Capacity Ratios and Level of Service Weekday AM and PM Peak Hours*, 13 of the 18 study intersections are expected to continue to operate at LOS D or better during the A.M. and P.M. peak hours with the addition of ambient growth traffic through 2012. The following five study intersections are expected to operate at LOS E during the peak hours with the addition of ambient growth traffic:

Int No. 3: Van Nuys Blvd / US 101 EB Ramps	P.M. Peak Hour: V/C = 1.027, LOS F
Int No. 4: Tyrone Ave / Moorpark St	P.M. Peak Hour: V/C = 0.955, LOS E
Int No. 11: Woodman Ave / Magnolia Blvd	A.M. Peak Hour: V/C =0.919, LOS E
Int No. 12: Woodman Ave / Riverside Dr	A.M. Peak Hour: V/C = 1.061, LOS F P.M. Peak Hour: V/C = 0.975, LOS E

TABLE 45

SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE WEEKDAY AM AND PM PEAK HOURS

NO	INTERSECTION	PEAK HOUR	[1] YEAR 2007 EXISTING		[2] YEAR 2012 W/ AMBIENT GROWTH		[3] YEAR 2012 W/ RELATED PROJECTS		[4]				[5]			
									YEAR 2012 W/ PROPOSED PROJECT		CHANGE ([4] - [3])	SIGNIF. IMPACT	YEAR 2012 W/ PROJECT MITIGATION		CHANGE ([5] - [3])	MITI-GATED
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
1	Van Nuys Blvd/ Riverside Dr	AM	0.687	B	0.762	C	0.802	D	0.808	D	0.006	NO	0.778	C	-0.024	—
		PM	0.770	C	0.854	D	0.893	D	0.920	E	0.027	YES	0.890	D	-0.003	YES
2	Van Nuys Blvd/US 101 Freeway Westbound Ramps	AM	0.655	B	0.698	B	0.721	C	0.722	C	0.001	NO	0.722	C	0.001	—
		PM	0.787	C	0.843	D	0.881	D	0.885	D	0.004	NO	0.885	D	0.004	—
3	Van Nuys Blvd/US 101 Freeway Eastbound Ramps	AM	0.793	C	0.850	D	0.877	D	0.878	D	0.001	NO	0.878	D	0.001	—
		PM	0.955	E	1.027	F	1.063	F	1.068	F	0.005	NO	1.068	F	0.005	—
4	Tyrone Ave/Moorpark St	AM	0.539	A	0.600	A	0.622	B	0.622	B	0.000	NO	0.592	A	-0.030	—
		PM	0.862	D	0.955	E	0.983	E	0.994	E	0.011	YES	0.964	E	-0.019	YES
5	Tyrone Ave - Beverly Glen Blvd/Ventura Blvd	AM	0.613	B	0.651	B	0.717	C	0.718	C	0.001	NO	0.718	C	0.001	—
		PM	0.738	C	0.789	C	0.863	D	0.873	D	0.010	NO	0.873	D	0.010	--
6	Hazeltine Ave/ Magnolia Blvd	AM	0.701	C	0.748	C	0.766	C	0.770	C	0.004	NO	0.770	C	0.004	—
		PM	0.814	D	0.872	D	0.884	D	0.900	D	0.016	NO	0.900	D	0.016	--
7	Hazeltine Ave/Riverside Dr	AM	0.778	C	0.863	D	0.882	D	0.890	D	0.008	NO	0.860	D	-0.022	—
		PM	0.718	C	0.797	C	0.819	D	0.849	D	0.030	YES	0.819	D	0.000	YES
8	Hazeltine Ave/ Fashion Square Lane	AM	0.361	A	0.404	A	0.412	A	0.414	A	0.002	NO	0.384	A	-0.028	—
		PM	0.515	A	0.573	A	0.580	A	0.630	B	0.050	NO	0.600	A	0.20	—
9	Hazeltine Ave/Moorpark St	AM	0.709	C	0.757	C	0.779	C	0.780	C	0.001	NO	0.780	C	0.001	—
		PM	0.739	C	0.790	C	0.824	D	0.829	D	0.005	NO	0.829	D	0.005	—
10	Hazeltine Ave/Ventura Blvd	AM	0.797	C	0.853	D	0.907	E	0.908	E	0.001	NO	0.908	E	0.001	—
		PM	0.644	B	0.685	B	0.755	C	0.761	C	0.006	NO	0.761	C	0.006	—
11	Woodman Ave/ Magnolia Blvd	AM	0.857	D	0.919	E	0.927	E	0.929	E	0.002	NO	0.929	E	0.002	—
		PM	0.780	C	0.835	D	0.847	D	0.849	D	0.002	NO	0.849	D	0.002	—
12	Woodman Ave/Riverside Dr	AM	0.959	E	1.061	F	1.107	F	1.117	F	0.010	YES	1.016	F	-0.091	YES
		PM	0.880	D	0.975	E	1.003	F	1.038	F	0.035	YES	0.986	E	-0.017	YES
13	Woodman Ave/US 101 Freeway Westbound Ramps	AM	0.743	C	0.824	D	0.841	D	0.847	D	0.006	NO	0.817	D	-0.024	—
		PM	0.733	C	0.813	D	0.819	D	0.853	D	0.034	YES	0.823	D	0.004	YES
14	Woodman Ave/ US 101 Freeway Eastbound Ramps	AM	0.654	B	0.696	B	0.720	C	0.725	C	0.005	NO	0.725	C	0.005	—
		PM	0.648	B	0.690	B	0.700	B	0.731	C	0.031	NO	0.731	C	0.031	—
15	Woodman Ave/Moorpark St	AM	0.850	D	0.942	E	0.991	E	0.993	E	0.002	NO	0.963	E	-0.028	—
		PM	0.867	D	0.960	E	1.005	F	1.017	F	0.012	YES	0.987	E	-0.018	YES
16	Woodman Ave/Ventura Blvd	AM	0.717	C	0.766	C	0.826	D	0.829	D	0.003	NO	0.829	D	0.003	—
		PM	0.640	B	0.681	B	0.741	C	0.754	C	0.013	NO	0.754	C	0.013	—

TABLE 45 (CONTINUED)
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVEL OF SERVICE WEEKDAY AM AND PM PEAK HOURS

NO	INTERSECTION	PEAK HOUR	[1] YEAR 2007 EXISTING		[2] YEAR 2012 W/ AMBIENT GROWTH		[3] YEAR 2012 W/ RELATED PROJECTS		[4]				[5]			
									YEAR 2012 W/ PROPOSED PROJECT		CHANGE ([4] - [3])	SIGNIF. IMPACT	YEAR 2012 W/ PROJECT MITIGATION		CHANGE ([5] - [3])	MITI-GATED
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
17	Project Driveway-Matilija Avenue/Riverside Drive [a]	AM	0.518	A	0.570	A	0.585	A	0.412	A	-0.173	NO	0.412	A	-0.173	—
		PM	0.555	A	0.610	B	0628	B	0.565	A	-0.063	NO	0.565	A	-0.063	—
18	New Project Driveway (Tunnel Access)/Riverside Drive [b]	AM	0.00	A	0.000	A	0.000	A	0.378	A	0.378	NO	0.378	A	0.378	—
		PM	0.000	A	0.000	A	0.000	A	0.649	B	0.649	NO	0.649	B	0.649	—

[a] Intersection proposed to be signalized as part of the Proposed Project. V/C ratio includes a 0.10 reduction rate due to installation of ATSAC/ATCS as part of the Victory System No. 6.
[b] Intersection currently does not exist. Intersection proposed to be signalized as part of the Proposed Project. V/C ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6

Int No. 15: Woodman Ave / Moorpark St	A.M. Peak Hour: V/C = 0.942, LOS E P.M. Peak Hour: V/C = 0.960, LOS E

The existing with ambient growth traffic volumes at the study intersections during the A.M. and P.M. Peak hours are shown in *Figure 54: Existing with Ambient Growth Traffic Volumes – Weekday AM Peak Hour* and *Figure 55: Existing with Ambient Growth Traffic Volumes – Weekday PM Peak Hour*.

The V/C ratios at all 18 study intersections are incrementally increased with the addition of traffic generated by the related projects list in *Table 43: Related Projects Weekday Trip Generation*. As presented in Column [3] of *Table 45: Summary of Volume to Capacity Ratios and Level of Service Weekday AM and PM Peak Hours*, 12 of the 18 study intersections are expected to continue operating at LOS D or better during the A.M. and P.M. peak hours with the addition of growth in ambient traffic and the traffic due to related projects. The following six study intersections are expected to operate at LOS E during peak hours with the addition of ambient traffic and traffic due to related projects:

Int No. 3: Van Nuys Blvd / US 101 EB Ramps	P.M. Peak Hour: V/C =1.063, LOS F
Int No. 4: Tyrone Ave / Moorpark Street	P.M. Peak Hour: V/C = 0.983, LOS E
Int. No. 10: Hazeltine Ave / Ventura Boulevard	A.M. Peak Hour: V/C =0.907, LOS E
Int No. 11: Woodman Ave / Magnolia Boulevard	A.M. Peak Hour: V/C =0.927, LOS E
Int No. 12: Woodman Ave / Riverside Drive	A.M. Peak Hour: V/C = 1.107, LOS F P.M. Peak Hour: V/C = 1.003, LOS F
Int No. 15: Woodman Ave / Moorpark Street	A.M. Peak Hour: V/C = 0.991, LOS E P.M. Peak Hour: V/C = 1.005, LOS F

The future pre-project (existing, ambient growth, and related project) traffic volumes at the study intersections during the A.M. and P.M. peak hours are presented in *Figure 56: Future Pre-Project Traffic Volumes – Weekday AM Peak Hour* and *Figure 57: Future Pre-Project Traffic Volumes – Weekday PM Peak Hour*.

As shown in Column [4] of *Table 45: Summary of Volume to Capacity Ratios and Level of Service Weekday AM and PM Peak Hours*, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the Proposed Project is expected to create significant impacts at six of the 18 study intersections. The Proposed Project is anticipated to create significant impacts at the following locations during the identified peak hour, as shown below, with the addition of ambient growth, related project traffic, and project-related traffic:

Int No. 1 - Van Nuys Blvd / Riverside Dr	P.M. Peak Hour V/C ratio increase of 0.027 [to 0.920 (LOS E) from 0.893 (LOS D)]

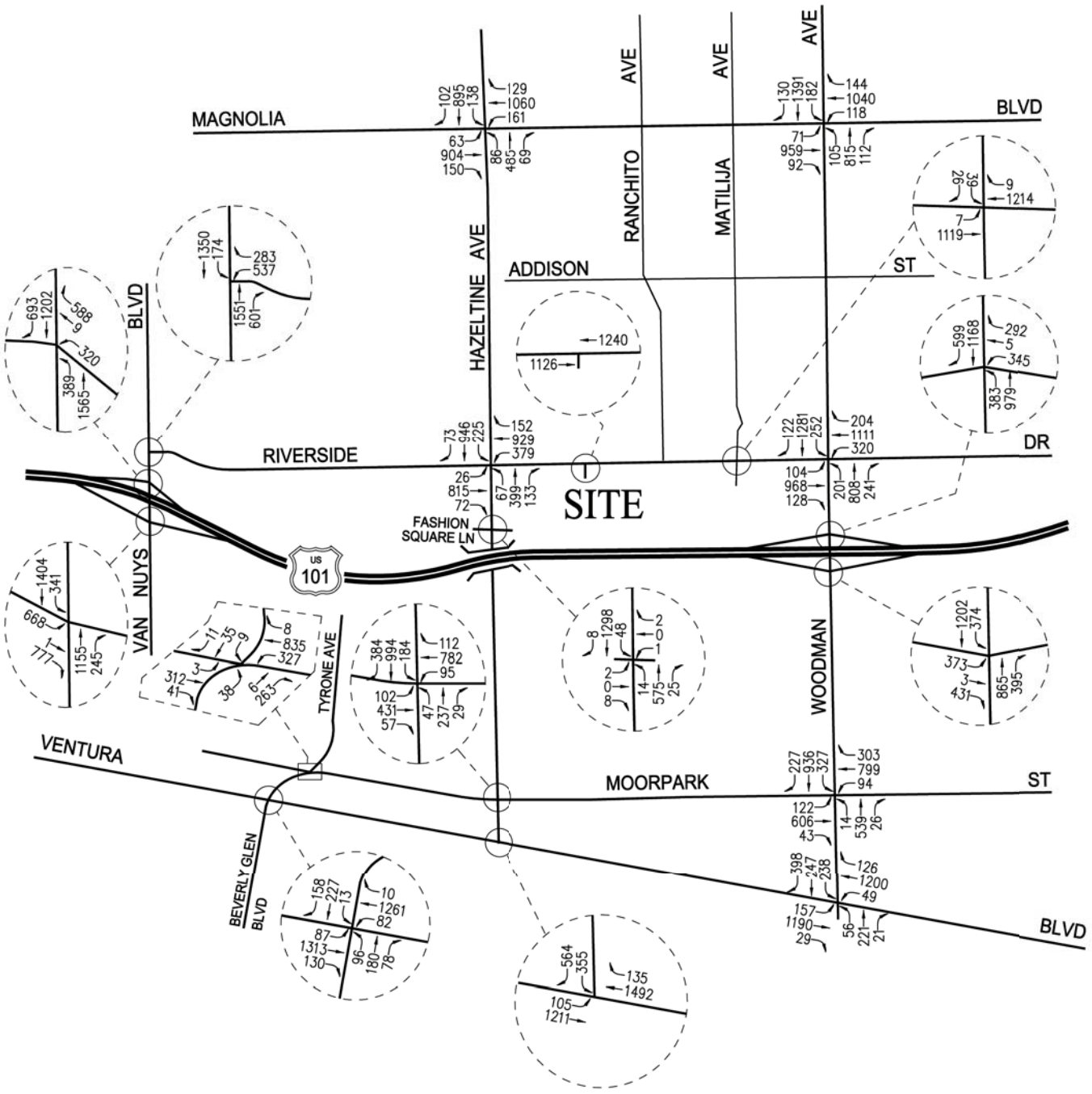

FIGURE 54
EXISTING WITH AMBIENT GROWTH TRAFFIC VOLUMES
MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS **WEEKDAY AM PEAK HOUR**

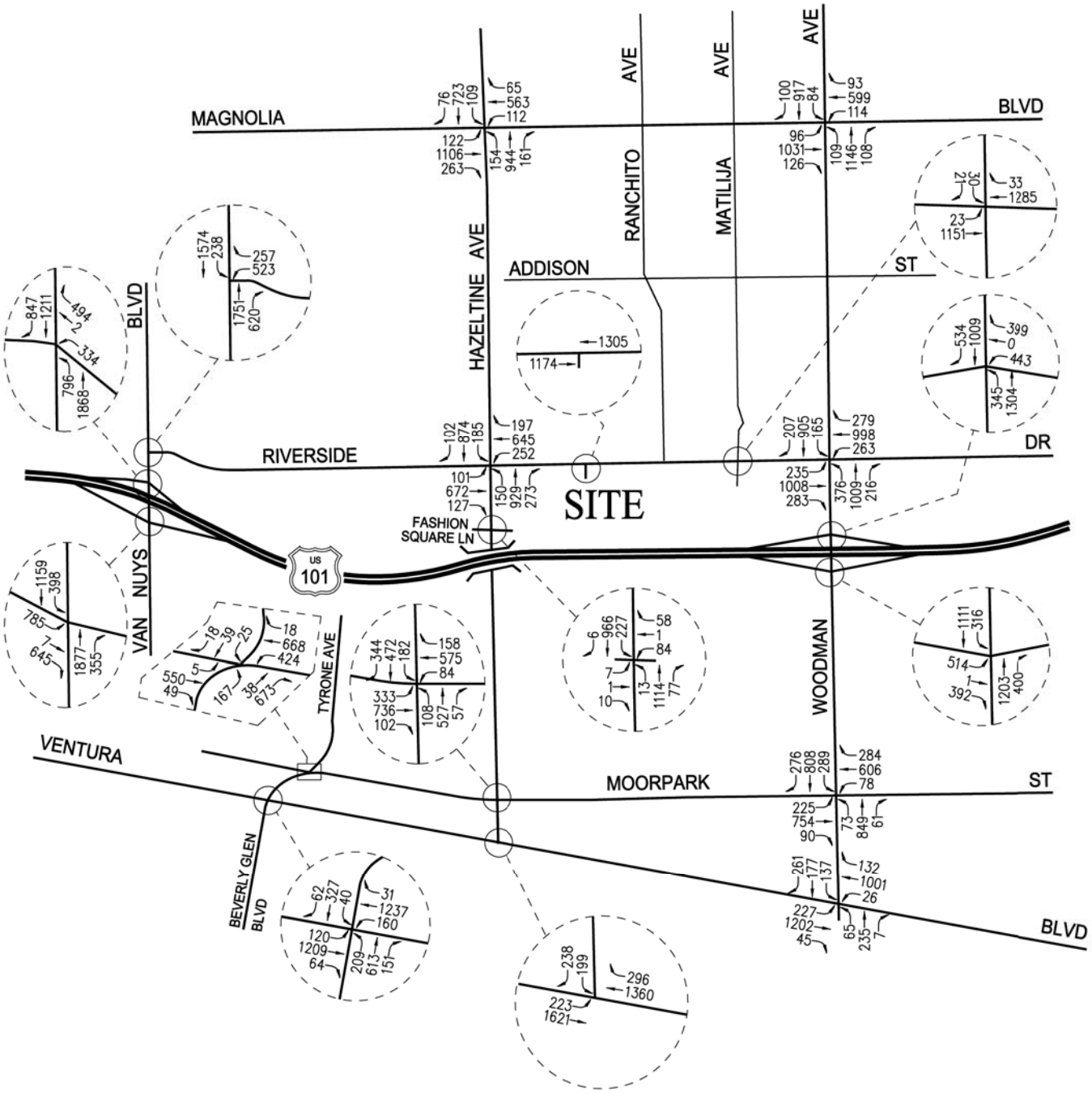

FIGURE 55
EXISTING WITH AMBIENT GROWTH TRAFFIC VOLUMES
MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS **WEEKDAY PM PEAK HOUR**

NORTH

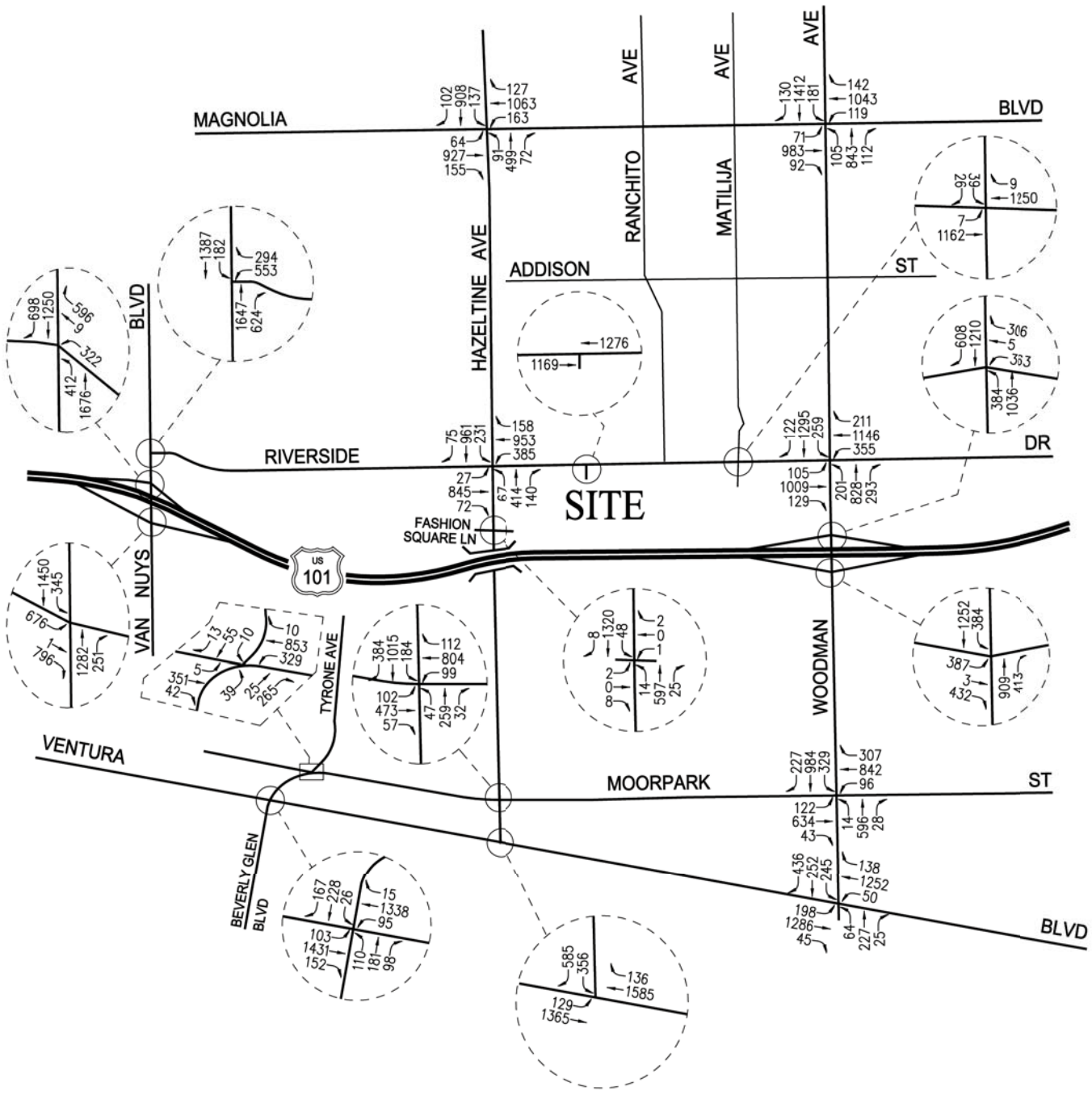

FIGURE 56
FUTURE PRE-PROJECT TRAFFIC VOLUMES – WEEKDAY AM PEAK HOUR
MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

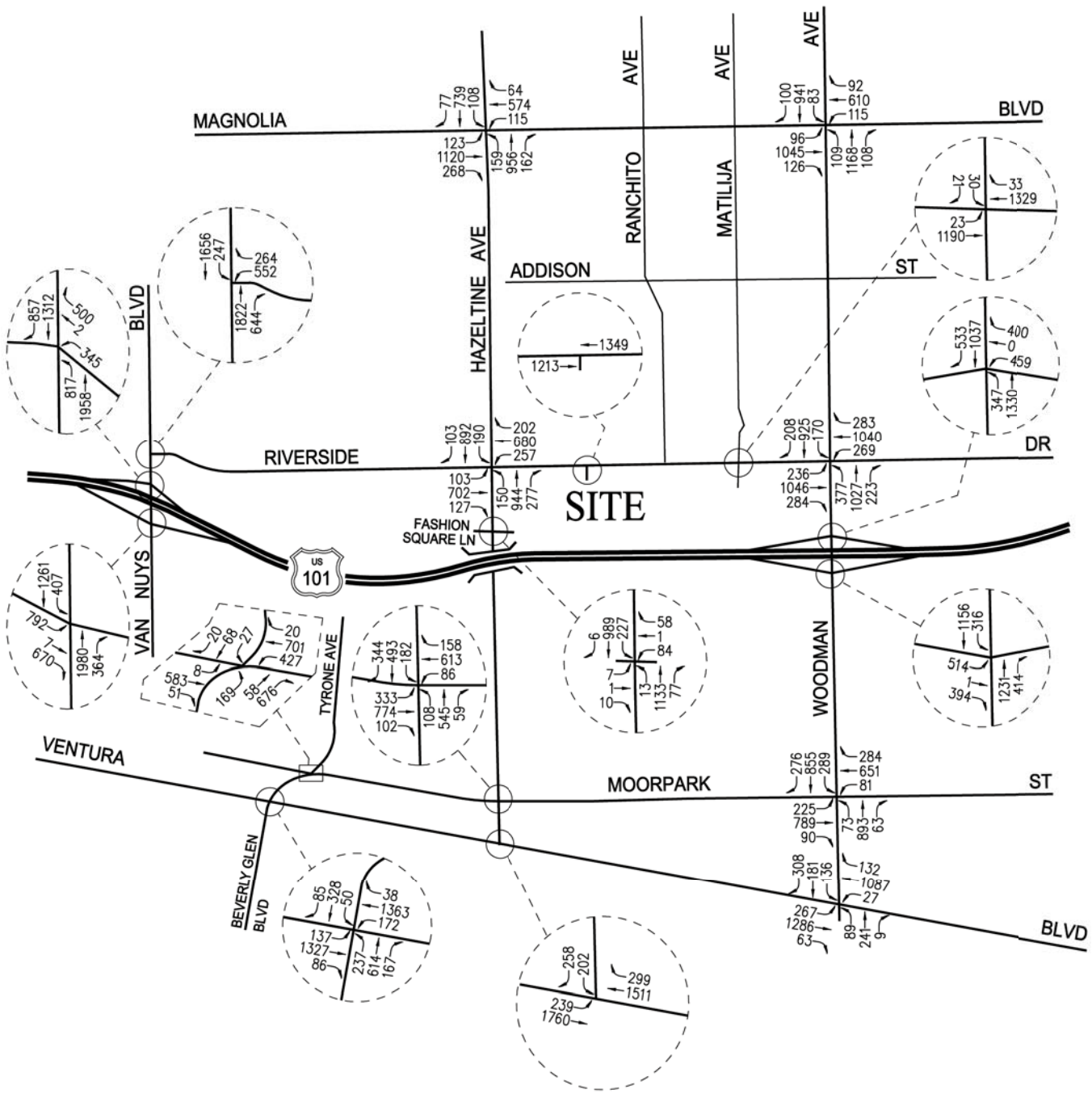

FIGURE 57
FUTURE PRE-PROJECT TRAFFIC VOLUMES – WEEKDAY PM PEAK HOUR
MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

Int No. 4 - Tyrone Ave / Moorpark St	P.M. Peak Hour V/C ratio increase of 0.011 [to 0.994 (LOS E) from 0.983 (LOS E)]
Int No. 7 - Hazeltine Ave/Riverside Dr	P.M. Peak Hour V/C ratio increase of 0.030 [to 0.849 (LOS D) from 0.819 (LOS D)]
Int No. 12 - Woodman Ave / Riverside Dr	A.M. Peak Hour V/C ratio increase of 0.010 [to 1.117 (LOS F) from 1.107 (LOS F)]
	P.M. Peak Hour V/C ratio increase of 0.035 [to 1.038 (LOS F) from 1.003 (LOS F)]
Int No. 13 - Woodman Ave / US 101 WB Ramps	P.M. Peak Hour V/C ratio increase of 0.034 [to 0.853 (LOS D) from 0.819 (LOS D)]
Int No. 15 - Woodman Ave / Moorpark St	P.M. Peak Hour V/C ratio increase of 0.012 [to 1.017 (LOS F) from 1.005 (LOS F)]

Incremental but not significant impacts are anticipated at the remaining 12 study intersections. The future with project (existing, ambient growth, related projects, and project) traffic volumes during the A.M. and P.M. peak hours are shown in *Figure 58: Future with Project Traffic Volumes – Weekday AM Peak Hour* and *Figure 59: Project Traffic Volumes – Weekday PM Peak Hour*.

Weekend Traffic Analysis

While not specifically required by LADOT staff, additional analysis was prepared to evaluate the potential traffic impacts of the proposed Expansion Project to the local street system during the Saturday mid-day peak hour. Specifically, the focus of this analysis is to determine the potential traffic impacts at the following seven study intersections located immediately adjacent to the project site:

Int. No. 7: Hazeltine Avenue/Riverside Drive

Int. No. 8: Hazeltine Avenue/Fashion Square Lane

Int. No. 12: Woodman Avenue/Riverside Drive

Int. No. 13: Woodman Avenue/US 101 Westbound Ramps

Int. No. 14: Woodman Avenue/US 101 Eastbound Ramps

Int. No. 17: Matilija Avenue-New Project Driveway/Riverside Drive

Int. No. 18: New Westerly Project Driveway/Riverside Drive

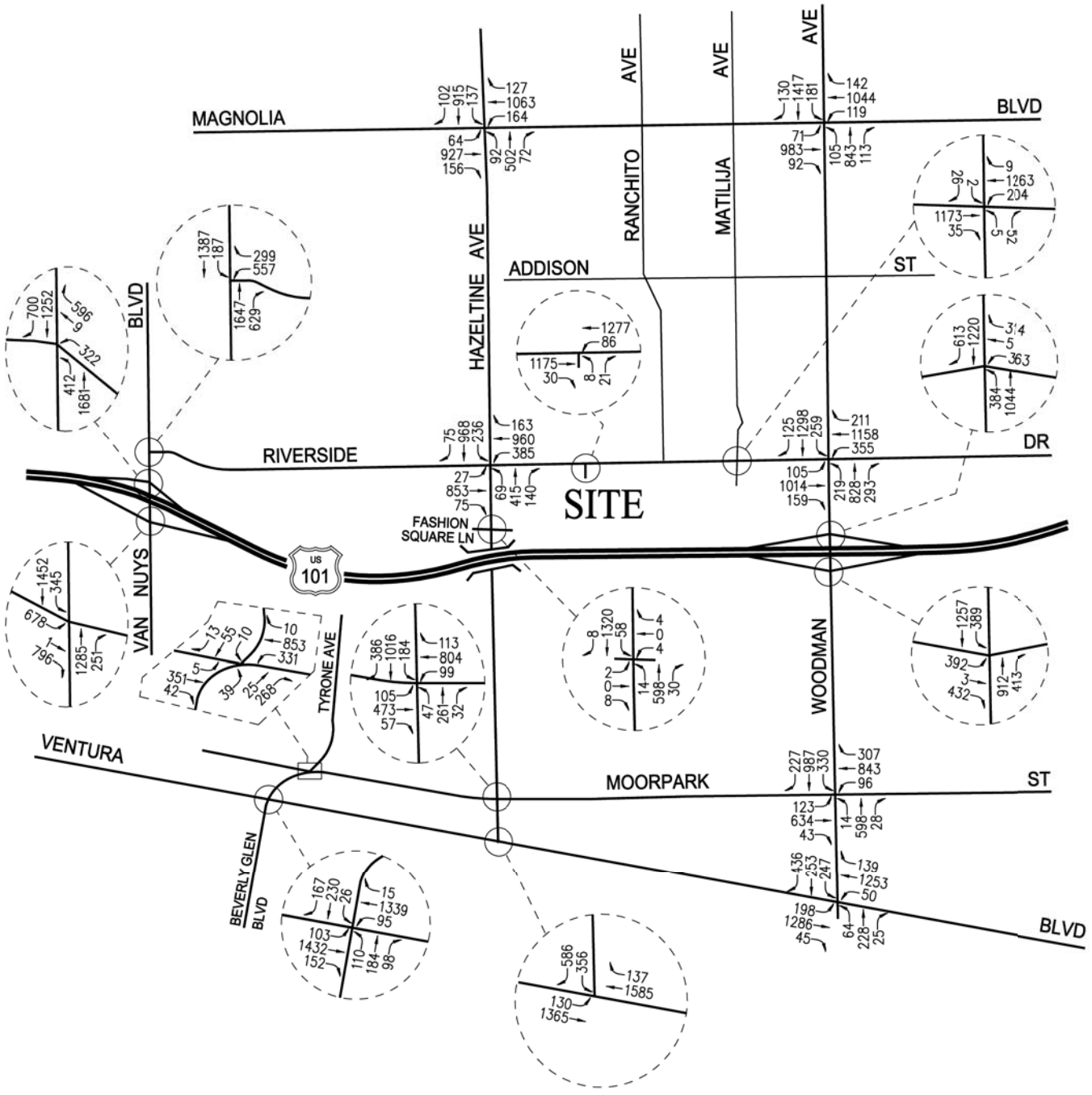

FIGURE 58

FUTURE WITH PROJECT TRAFFIC VOLUMES – WEEKDAY AM PEAK HOUR

MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

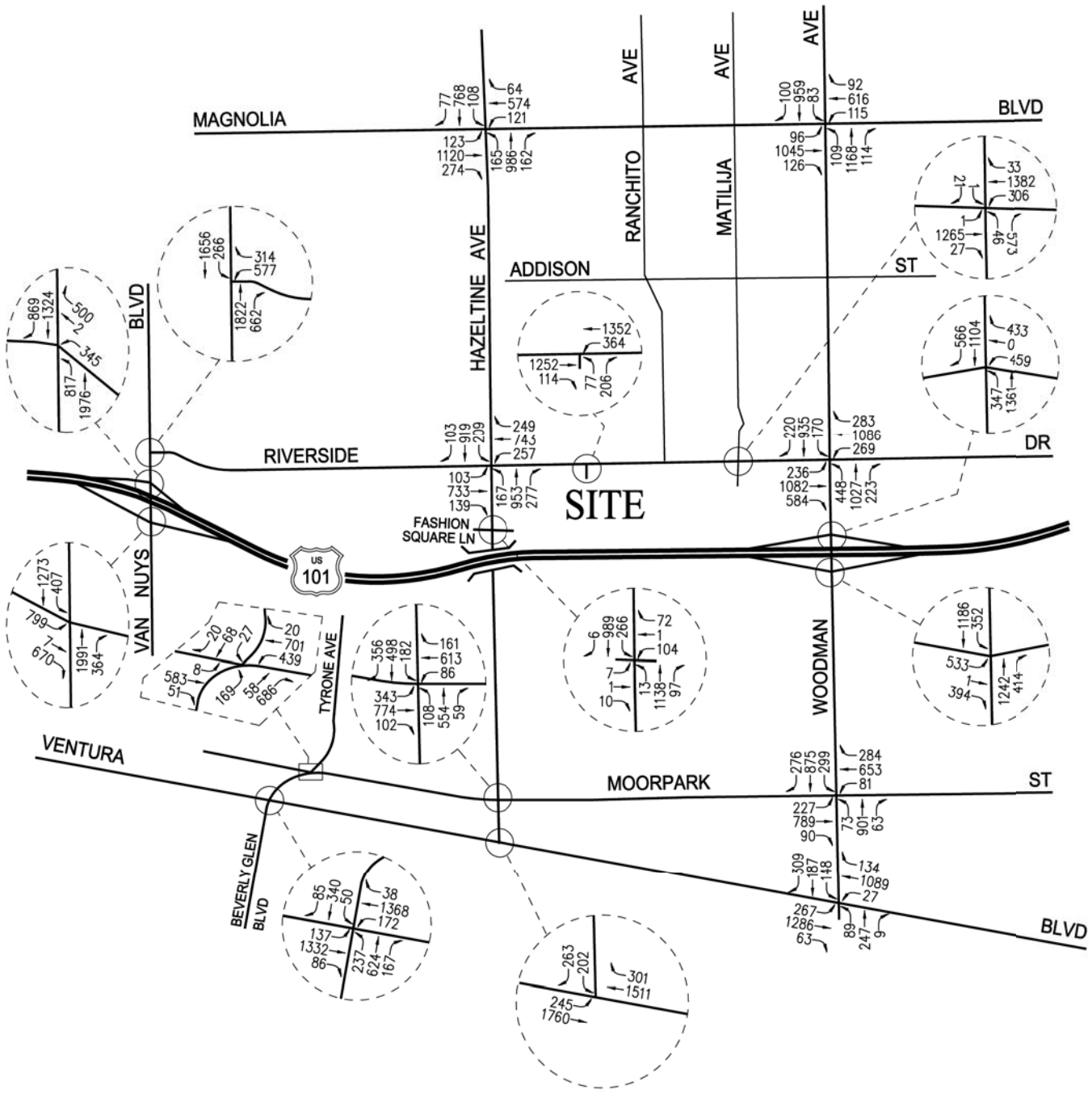

FIGURE 59

FUTURE WITH PROJECT TRAFFIC VOLUMES – WEEKDAY PM PEAK HOUR

MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

Summaries of the V/C ratios and LOS values for the seven adjacent study intersections during the Saturday mid-day peak hour are shown in *Table 46: Summary of Volume to Capacity Ratios and Levels of Service Weekend Peak Hours*. The CMA data worksheets for the analyzed intersections are contained in Appendix D of Appendix I: Traffic Study to this DEIR.

As indicated in column [1] of *Table 46: Summary of Volume to Capacity Ratios and Levels of Service Weekend Peak Hours*, all of the seven adjacent study intersections are presently operating at LOS D or better during the Saturday mid-day peak hour under existing conditions. As previously mentioned, the existing traffic volumes at the study intersections during Saturday mid-day peak hour are displayed in *Figure 47: Project Traffic Volumes – Saturday Mid-Day Peak Hour*.

As shown in column [2] of *Table 46: Summary of Volume to Capacity Ratios and Levels of Service Weekend Peak Hours*, six of the seven adjacent study intersections are expected to continue operating at LOS D or better during the Saturday mid-day peak hour with the addition of ambient growth traffic through the year 2012. The existing with ambient growth traffic volumes at all seven of the study intersections are presently operating at LOS D or better during the Saturday mid-day peak hour are shown in *Figure 60: Existing with Ambient Growth Traffic Volumes – Saturday Mid-Day Peak Hour*. The following study intersection is expected to operate at LOS E during the during Saturday mid-day peak hour with the addition of ambient growth traffic:

Int. No. 12: Woodman Avenue/Riverside Drive Mid-day Peak Hour: V/C = 0.968, LOS E

The existing with ambient growth traffic volumes at the study intersections during all of the seven adjacent study intersections are presently operating at LOS D or better during the Saturday mid-day peak hour.

As presented in column [3] of *Table 46: Summary of Volume to Capacity Ratios and Levels of Service Weekend Peak Hours*, five of seven adjacent study intersections are expected to continue operating at LOS D or better during the Saturday mid-day peak hour with the addition of growth in ambient traffic and the traffic due to the related projects. The following study intersection is expected to operate at LOS E during the Saturday mid-day peak hour with the addition of ambient traffic and the traffic due to the related projects:

Int. No. 12: Woodman Avenue/Riverside Drive Mid-day Peak Hour: V/C=1.024, LOS F

The future pre-project (existing, ambient growth and related projects) traffic volumes at the study intersections during the Saturday mid-day peak hour are presented in *Figure 61: Future Pre-Project Traffic Volumes – Saturday Mid-Day Peak Hour*.

As shown in column [4] of *Table 46: Summary of Volume to Capacity Ratios and Levels of Service Weekend Peak Hours*, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the Proposed Project is expected to create significant impacts at

TABLE 46
SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE WEEKEND PEAK HOURS

NO	INTERSECTION	PEAK HOUR	[1] YEAR 2007 EXISTING		[2] YEAR 2012 W/ AMBIENT GROWTH		[3] YEAR 2012 W/ RELATED PROJECTS		[4]				[5]			
									YEAR 2012 W/ PROPOSED PROJECT		CHANGE V/C ([4] - [3])	SIGNIF. IMPACT	YEAR 2012 W/ PROJECT MITIGATION		CHANGE V/C ([5] - [3])	MITI-GATED
			V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS			V/C	LOS		
7	Hazeltine Ave/Riverside Dr	Saturday Mid-day	0.684	B	0.760	C	0.795	C	0.842	D	0.047	YES	0.812	D	0.017	YES
8	Hazeltine Ave/ Fashion Square Lane	Saturday Mid-day	0.636	B	0.707	C	0.719	C	0.764	C	0.045	YES	0.734	C	0.015	YES
12	Woodman Ave/Riverside Dr	Saturday Mid-day	0.874	D	0.968	E	1.024	F	1.086	F	0.062	YES	0.997	E	-0.027	YES
13	Woodman Ave/US 101 Freeway Westbound Ramps	Saturday Mid-day	0.757	C	0.840	D	0.856	D	0.900	D	0.044	YES	0.870	D	0.014	YES
14	Woodman Ave/ US 101 Freeway Eastbound Ramps	Saturday Mid-day	0.590	A	0.626	B	0.644	B	0.688	B	0.044	NO	0.688	B	0.044	--
17	Project Driveway-Matilija Avenue/Riverside Drive [a]	Saturday Mid-day	0.472	A	0.519	A	0.547	A	0.606	B	0.059	NO	0.606	B	0.059	—
18	New Project Driveway (Tunnel Access)/Riverside Drive [b]	Saturday Mid-day	0.000	A	0.000	A	0.000	A	0.755	C	0.755	NO	0.755	C	0.755	—

[a] Intersection proposed to be signalized as part of the Proposed Project. V/C ratio includes a 0.10 reduction rate due to installation of ATSAC/ATCS as pat of the Victory System No. 6.
[b] Intersection currently does not exist. Intersection proposed to be signalized as part of the Proposed Project. V/C ratio includes a 0.10 reduction due to installation of ATSAC/ATCS as part of the Victory System No. 6

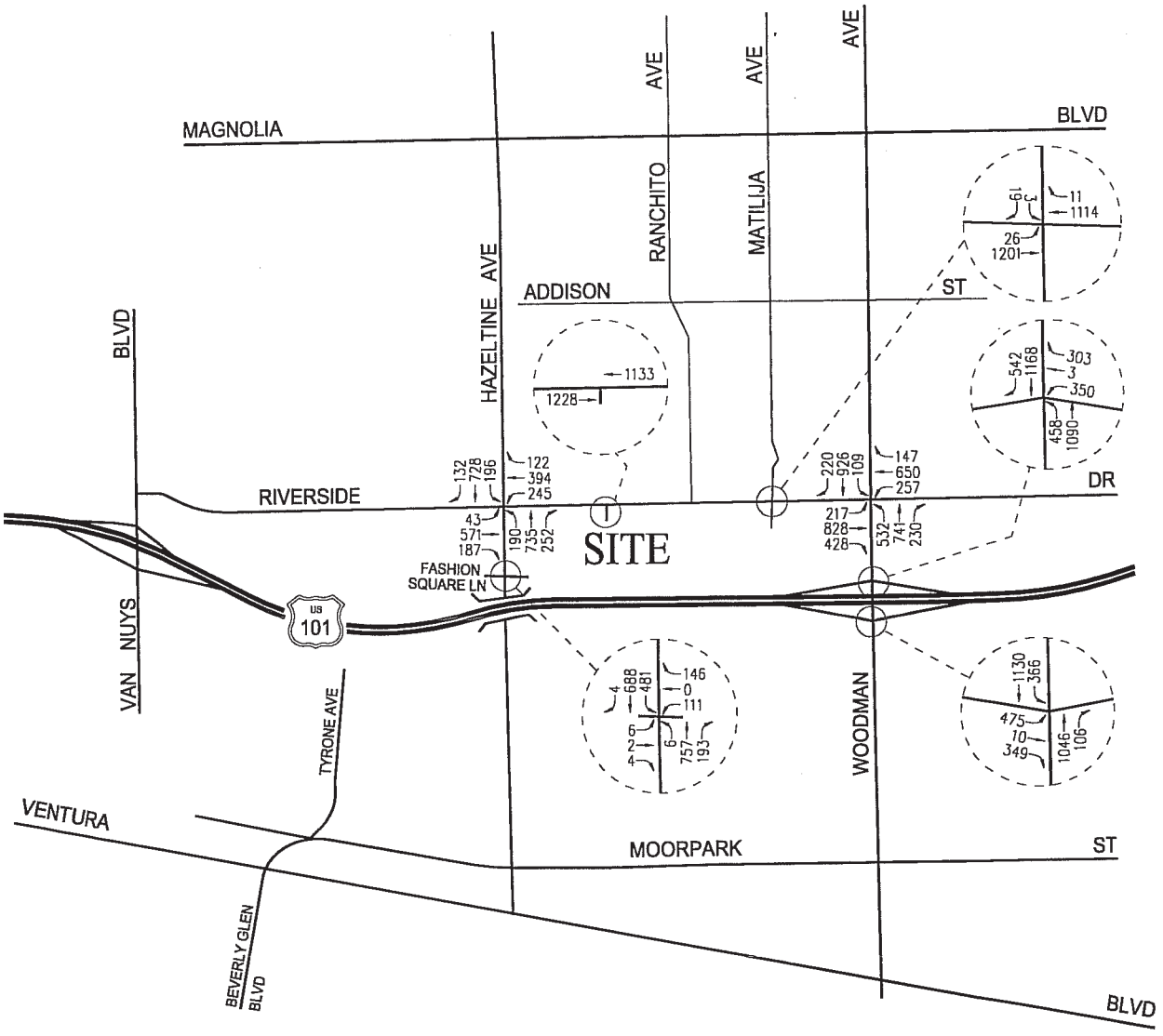

FIGURE 60
EXISTING WITH AMBIENT GROWTH TRAFFIC VOLUMES
MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS **SATURDAY MID-DAY PEAK HOUR**

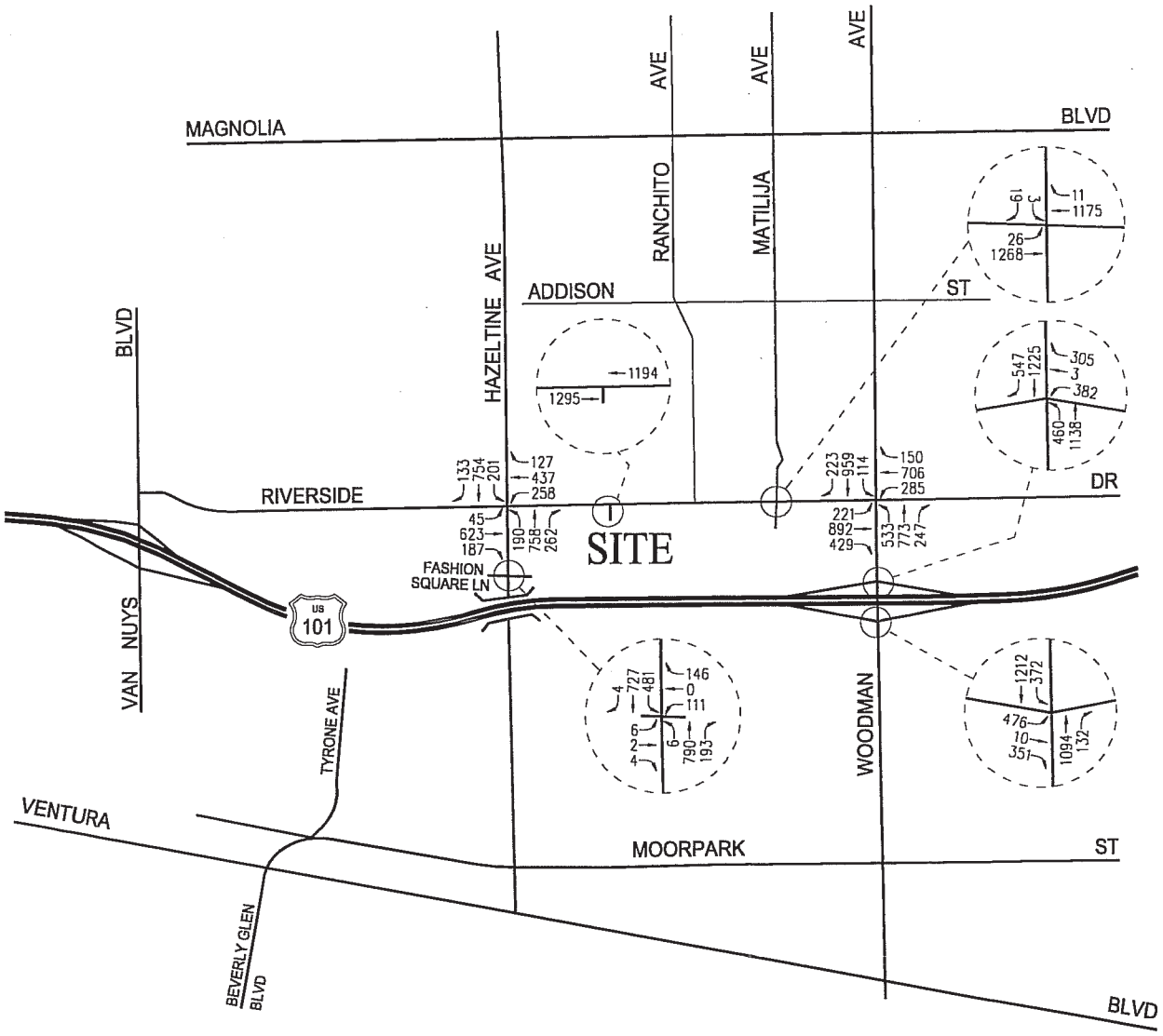

FIGURE 61

FUTURE PRE-PROJECT TRAFFIC VOLUMES – SATURDAY MID-DAY PEAK HOUR

MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

NORTH

four of the seven adjacent study intersections. The following locations would experience significant impacts during the Saturday mid-day peak hour with the addition of ambient growth, related projects traffic, and project-related traffic:

Int. No. 7: Hazeltine Avenue/Riverside Drive — Mid-Day peak hour V/C ratio increase of 0.047 [to 0.842 (LOS D) from 0.795 (LOS C)]

Int. No. 8: Hazeltine Ave/Fashion Square Lane — Mid-Day peak hour V/C ratio increase of 0.045 [to 0.764 (LOS C) from 0.719 (LOS C)]

Int. No. 12: Woodman Avenue/Riverside Drive — Mid-Day peak hour V/C ratio increase of 0.062 [to 1.086 (LOS F) from 1.024 (LOS F)]

Int. No. 13: Woodman Ave/US 101 Westbound Ramps
Mid-Day peak hour V/C ratio increase of 0.044 [to 0.900 (LOS D) from 0.856 (LOS D)]

Incremental but not significant impacts are noted at the remaining three adjacent study intersections as presented in *Table 46: Summary of Volume to Capacity Ratios and Levels of Service Weekend Peak Hours*. The future with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the Saturday mid-day peak hour are illustrated in *Figure 62: Future with Project Traffic Volumes – Saturday Mid-Day Peak Hour*.

Summary Of Weekday And Weekend Project Impact And Mitigation

As summarized in the column four of *Table 45: Summary of Volume to Capacity Ratios and Level of Service Weekday AM and PM Peak Hours* and in *Table 46: Summary of Volume to Capacity Ratios and Levels of Service Weekend Peak Hours*, application of the City's threshold criteria to the "With Proposed Project" scenario indicates that the Proposed Project is anticipated to create significant impacts at the following seven study intersections:

Int. No. 1: Van Nuys Boulevard/Riverside Drive
Int. No. 4: Tyrone Avenue/Moorpark Street
Int. No. 7: Hazeltine Avenue/Riverside Drive
Int. No. 8: Hazeltine Avenue/Fashion Square Lane
Int. No. 12: Woodman Avenue/Riverside Drive
Int. No. 13: Woodman Avenue/US 101 Westbound Ramps
Int. No. 15: Woodman Avenue/Moorpark Street

Environmental impacts to traffic in the project area could occur as a result of the Proposed Project. However, potential impacts would be reduced to a less than significant level with the incorporation of the recommended mitigation measures. One key factor for reduction of potential impacts is the City's installation of LADOT's ATCS at a number of the study intersections. As discussed above, the City has stated it will use its share of State funds to synchronize every traffic signal in Los Angeles. Technically, per LADOT's November 2007

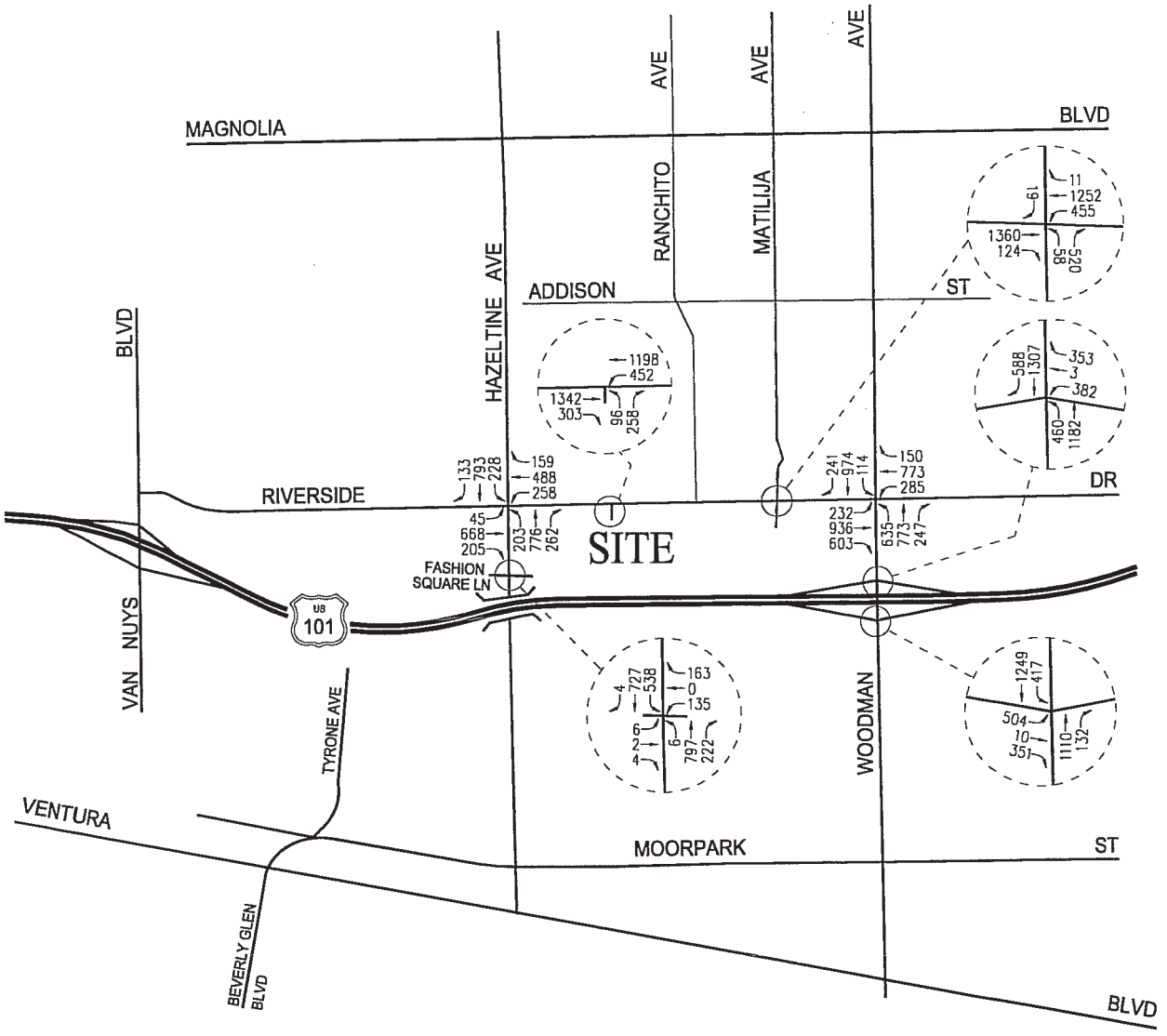

FIGURE 62
FUTURE WITH PROJECT TRAFFIC VOLUMES – SATURDAY MID-DAY PEAK HOUR
MAP SOURCE: LINSCOTT, LAW & GREENSPAN, ENGINEERS

directive, ATSAC/ATCS is no longer available as a mitigation option due to the full funding of the ATSAC/ATCS program for the entire City. Prior to November 2007 directive, the project applicant paid for the upgrading of the seven intersections identified above. Mitigation measures at significantly impacted intersections are recommended, and the resultant residual impact is indicated, as follows:

Intersection No. 1 - Van Nuys Boulevard / Riverside Drive

The Applicant has provided funding for the installation of LADOT's ATCS at this intersection, which is planned as part of the Victory ATSAC system. As shown in *Table 45: Summary of Volume to Capacity Ratios and Level of Service Weekday AM and PM Peak Hours*, the proposed mitigation is expected to improve the V/C ratios to 0.890 (LOS D) from 0.920 (LOS E) during the P.M. peak hour. Thus, the significant impact at this intersection during the P.M. peak hours would be reduced to a less than significant level.

Intersection No. 4 - Tyrone Avenue / Moorpark Street

The Applicant has provided funding for the installation of LADOT's ATCS at this intersection, which is planned as part of the Victory ATSAC system. As shown in *Table 45: Summary of Volume to Capacity Ratios and Level of Service Weekday AM and PM Peak Hours*, the proposed mitigation is expected to improve the V/C ratios to 0.964 (LOS E) from 0.994 (LOS E) during the P.M. peak hour. Thus, the significant impact at this intersection during the P.M. peak hours would be reduced to a less than significant level.

Intersection No. 7 - Hazeltine Avenue / Riverside Drive

The Applicant has provided funding for the installation of LADOT's ATCS at this intersection, which is planned as part of the Victory ATSAC system. As shown in *Table 45: Summary of Volume to Capacity Ratios and Level of Service Weekday AM and PM Peak Hours*, the proposed mitigation is expected to improve the V/C ratios to 0.819 (LOS D) from 0.849 (LOS D) during the P.M. peak hour. As shown in *Table 46: Summary of Volume to Capacity Ratios and Levels of Service Weekend Peak Hours*, the proposed mitigation is expected to improve the V/C ratio to 0.812 (LOS D) from 0.842 (LOS D) during the Saturday mid-day peak hour. Thus, the significant impact at this intersection during the weekday P.M. peak hours and the Saturday mid-day peak hour would be reduced to less than significant levels.

Intersection No. 8 - Hazeltine Avenue/Fashion Square Lane

The Applicant has provided funding for the installation of LADOT's ATCS at this intersection, which is planned as part of the Victory ATSAC system. As shown in *Table 46: Summary of Volume to Capacity Ratios and Levels of Service Weekend Peak Hours*, the proposed mitigation is expected to improve the V/C ratio to 0.734 (LOS C) from 0.764 (LOS C) during the Saturday mid-day peak hour. Thus, the significant impact at this intersection during the Saturday mid-day peak hour would be reduced to less than significant levels.

Intersection No. 12 - Woodman Avenue / Riverside Drive

The Applicant has provided funding for the installation of LADOT's ATCS at this intersection, which is planned as part of the Victory ATSAC system. As shown in *Table 45: Summary of Volume to Capacity Ratios and Level of Service Weekday AM and PM Peak Hours*, the proposed mitigation is expected to improve the V/C ratios to 1.016 (LOS F) from 1.117 (LOS F) during the A.M. peak hour and ratio to 0.986 (LOS E) from 1.038 (LOS F) during the P.M. peak hour.

In addition, redesignate the curb lane on the southbound approach on Woodman Avenue to an optional through/right-turn lane. The resultant lane configurations at the southbound approach will be one left-turn lane, two through lanes and one optional through/right-turn lane. If required by LADOT, the existing four-foot wide median island on the south leg of the intersection could be replaced by striping and/or lane delineators (e.g., two feet wide or less) so that additional width could be provided to the existing three southbound Woodman Avenue through lanes on the departure side of the intersection[8]. As shown in *Table 46: Summary of Volume to Capacity Ratios and Levels of Service Weekend Peak Hours*, the proposed additional mitigation is expected to improve the V/C ratio to 0.997 (LOS E) from 1.086 (LOS F) during the Saturday mid-day peak hour.

With these mitigations, the significant impact at this intersection during the weekday A.M. and P.M. peak hours and the Saturday mid-day peak hour would be reduced to less than significant levels.

Intersection No. 13 - Woodman Avenue / US 101 Westbound Ramps

The Applicant has provided funding for the installation of LADOT's ATCS at this intersection, which is planned as part of the Victory ATSAC system. As shown in *Table 45: Summary of Volume to Capacity Ratios and Level of Service Weekday AM and PM Peak Hours*, the proposed mitigation is expected to improve the V/C ratios to 0.823 (LOS D) from 0.853 (LOS D) during the PM peak hour. As shown in *Table 46: Summary of Volume to Capacity Ratios and Levels of Service Weekend Peak Hours*, the proposed mitigation is expected to improve the V/C ratio to 0.870 (LOS D) from 0.900 (LOS D) during the Saturday mid-day peak hour. Thus, the significant impact at this intersection during the weekday P.M. peak and Saturday mid-day peak hour would be reduced to less than significant levels.

Intersection No. 15 - Woodman Avenue / Moorpark Street

The Applicant has provided funding for the installation of LADOT's ATCS at this intersection, which is planned as part of the Victory ATSAC system. As shown in *Table 45: Summary of Volume to Capacity Ratios and Level of Service Weekday AM and PM Peak Hours*, the proposed mitigation is expected to improve the V/C ratios to 0.987 (LOS E) from 1.017 (LOS F) during the P.M. peak hour. Thus, the significant impact at this intersection during the P.M. peak hour would be reduced to a less than significant level.

[8] In addition, LADOT recommends that left-turns from northbound Woodman Avenue to La Maida Street be restricted during the weekday PM peak period. LADOT will review the Woodman Avenue/La Maida Street intersection if additional turn restrictions are required.

Non-Required Project Mitigation

While not required for traffic mitigation purposes, the traffic study (attached Appendix I: Traffic Study) and traffic signal warrants analysis prepared for the Proposed Project recommended that consideration be given to installation of traffic signals at the two new Proposed Project driveways on Riverside Drive. Based on discussions with LADOT staff, traffic signal warrant analyses have been prepared for the Matilija Avenue-New Fashion Square Easterly Driveway/Riverside Drive intersection and the New Fashion Square Westerly Driveway/Riverside Drive intersection (Tunnel Access), associated with the Proposed Project. These new traffic signals would facilitate vehicular movements to and from the shopping center site, particularly with consideration to the new driveway configurations and parking distribution.

(b) Street and Freeway Capacity

Neighborhood Street Segment Analysis

To address the issue of non-residential traffic using local streets in the neighborhoods adjacent to the shopping center, the traffic study included analysis of two local residential street segments located near the project site. The street segments included (1) Ranchito Avenue north of Riverside Drive and (2) Matilija Avenue north of Riverside Drive.

The significance of potential project-related impacts at the studied street segments was identified using criteria set forth in the LADOT's *Traffic Study Policies and Procedures*, March, 2002. According to the City's published traffic study guidelines, a traffic impact on a local residential street shall be deemed significant based on an increase in the project Average Daily Traffic (ADT) volumes as shown in *Table 47: Local Residential Street Segment Impact Threshold Criteria*.

TABLE 47
LOCAL RESIDENTIAL STREET SEGMENT IMPACT THRESHOLD CRITERIA

PROJECTED AVERAGE DAILY TRAFFIC WITH PROJECT (FINAL ADT)	PROJECT-RELATED INCREASE IN ADT
0 to 999	16% or more of Final ADT
1,000 or more	12% or more of Final ADT
2,000 or more	10% or more of Final ADT
3,000 or more	8% or more of Final ADT

The forecast traffic conditions at the analyzed street segment for existing, future pre-project, and future with-project scenarios are summarized in *Table 48: Neighborhood Street Segment Analysis Summary*. The actual 24-hour count data was utilized to evaluate the existing conditions[9]. As shown in Column [2] of *Table 48: Neighborhood Street Segment Analysis Summary*, for purposes of estimating future pre-project traffic volume, a two percent (2.0%) annual growth rate through the year 2012 was conservatively added to the existing ADT volume to account for traffic generated by the related projects, as well as increases in general ambient traffic.

[9] The traffic count data was increased at a rate of two percent (2.0%) per year to reflect year 2007 conditions.

TABLE 48
NEIGHBORHOOD STREET SEGMENT ANALYSIS SUMMARY

NO	STREET SEGMENT	YEAR 2007 EXISTING 24-HOUR VOLUME [1]	YEAR 2012 FUTURE PRE-PROJECT VOLUME [2]	PROPOSED PROJECT DISTRIBUTION [3]		DAILY PROJECT BUILD-OUT TRIP ENDS [4]	YEAR 2012 FUTURE WITH PROJECT [(2) + (4)] [5]	PERCENT ADT INCREASE WITH PROJECT [6]	SEGMENT IMPACT [7]
				IN	OUT				
1	Ranchito Ave north of Riverside Dr	1,568	1,725	2.0%	2.0%	99	1,824	5.4%	NO
2	Matilija Ave north of Riverside Dr	802	882	0.0%	0.0%	0	882	0.0%	NO

[1] The existing average daily traffic (ADT) volume was determined based on a count conducted by City Traffic Counters. An ambient growth rate of two percent (2.0%) per year was assumed to derive the year 2007 existing conditions. A copy of the ADT summary data worksheet is provided in the traffic study.
[2] An ambient growth rate of two percent (2.0%) per year was assumed to derive the year 2012 future pre-project volume.
[3] Distribution of inbound and outbound daily project traffic at the analyzed street segment.
[4] Project build-out daily trip ends include inbound and outbound trips based on a net increase of 4,964 daily trips.
[5] Total of columns [2] and [4].
[6] The ADT percentage increase due to project traffic was calculated by dividing [4] by [5].
[7] According to LADOT's "Traffic Study Policies & Procedures," March, 2002, Page 10:"A local residential street shall be deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes." See Table 47: Local Residential Street Segment Impact Threshold Criteria.

As presented in Column [5] of *Table 48: Neighborhood Street Segment Analysis Summary*, the Proposed Project daily trips will incrementally affect traffic volumes on the analyzed street segments. As shown in *Table 48: Neighborhood Street Segment Analysis Summary*, application of LADOT's threshold criteria for local residential street segment analysis indicates that the Proposed Project is not anticipated to significantly impact the analyzed street segment.

Congestion Management Program Traffic Impact Assessment

As required by the 2004 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2004 Congestions Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, July, 2004.

According to Section B.9.1 (Appendix B, Page B-6) of the 2004 CMP manual, the criteria for determining a significant impact are as follows:

"A significant transportation impact occurs when the Proposed Project increases traffic demand by 2% of capacity (V/C≥0.02), causing or worsening LOS F (V/C≥1.00)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

The following CMP intersection monitoring locations have been identified in the project vicinity:

CMP Stations	Intersection
No. 74	Ventura Boulevard/Laurel Canyon Boulevard
No. 76	Ventura Boulevard/Sepulveda Boulevard
No. 78	Ventura Boulevard/Woodman Avenue (Study Int No. 16)

The CMP TIA guidelines require that intersection monitoring locations must be examined if the Proposed Project will add 50 or more trips during either the A.M. or P.M. weekday peak hours. The Proposed Project will not add 50 or more trips during the A.M. or P.M. Peak hours at any of the AMP monitoring intersections which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. No further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

The Woodman Avenue/Ventura Boulevard intersection was analyzed as part of the traffic study and was evaluated using the CMA method of analysis which determines Volume-to-Capacity (V/C) ratios on a critical lane basis. The overall intersection V/C ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. A summary of the V/C ratios and LOS values for this intersection during the A.M. and P.M. peak hours is shown in *Table 45: Summary of Volume to Capacity Ratios and Level of Service Weekday AM and PM Peak Hours*. The project is not expected to create a significant impact at the Woodman Avenue/Ventura Boulevard intersection based on the CMP significant impact criteria. No further review of potential impacts to intersection monitoring locations that are part of the CMP system is required.

The following CMP freeway monitoring location has been identified in the project area:

CMP Station	Segment
Segment No. 1038	US 101 Freeway at Coldwater Canyon Avenue

The CMP TIA guidelines require that freeway monitoring locations must be examined if the Proposed Project will add 150 or more trips (in either direction) during either the A.M. or P.M. weekday peak periods. The Proposed Project will not add 150 or more trips (in either direction) during either the A.M. or P.M. weekday peak hours to the CMP freeway monitoring location which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. The project is forecast to add four (4) eastbound trips and seven (7) westbound trips to the freeway monitoring location during the A.M. peak hour. During the P.M. peak hour, an additional 30 eastbound trips and 27 westbound trips are forecast at the monitoring location due to the project. These forecast additional trips are substantially less than the CMP threshold for additional analysis. No further review of potential impacts to freeway monitoring locations which are part of the CMP highway system is required.

(c) Project Access and Neighborhood Intrusion

The Proposed Project proposes a revised access scheme that would enhance access at the Hazeltine Avenue south project driveway and consolidate and restructure the Riverside Drive

project driveway. The portions of the site access that are being upgraded or altered under the project are shown in *Figure 13: Site Access and Driveways – Proposed Internal Circulation*, *Figure 14: Site Access and Driveways – Proposed Hazeltine Access*, and *Figure 15: Site Access and Driveways – Proposed Riverside Access* (see Section II: Project Description). The Hazeltine Avenue south driveway ingress would be expanded to two lanes and parking spaces along the ingress/egress removed thereby providing a more efficient and safer access at this location.

The Proposed Project includes an improved Riverside Drive entrance which will provide for better circulation along Riverside Drive and within the shopping center, including direct access to the parking structures. This improvement includes installation of a new traffic signal and safer pedestrian crossing at the main shopping center entrances. The new Riverside Drive project driveway would be located on the eastern side of the site, between the locations of the two existing driveways that would be replaced by the new consolidated driveway. The Proposed Project would result in a less than significant impact due to the substantial increase in hazards due to design features or incompatible uses.

The Proposed Project includes expansion of the shopping center at the project site and will not exceed the existing project site boundaries. The project will not alter existing public roadways and will not introduce new roadways into the project area. All buildings and access points/roadways would be designed to provide daily emergency access. Buildings on, and access to the project site, will comply with all Building Code and Municipal Code regulations. All emergency access roadways will remain open and functional during construction and operation of the shopping center.

The Proposed Project is designed to meet the access requirements of the City Fire and Police Departments. Current project design does not include gates, tunnels, or public street closures. The Proposed Project includes an improved Riverside Drive entrance which will provide for better circulation along Riverside Drive and within the shopping center. This improvement includes installation of a new traffic signal at the main shopping center entrance on Riverside Drive which will enhance emergency access at the site. The Proposed Project will result in a less than significant impact to emergency access.

Although adequate access from public streets will be provided with the Proposed Project, surrounding residents have expressed concern that Fashion Square patrons may nonetheless use adjacent residential streets as a "short cut" to access shopping center. It is anticipated that the access, circulation and parking enhancements will provide sufficient incentive for patrons to access the shopping center from local arterial roadways. Further, several measures to address pass-through traffic, neighborhood protection and traffic calming (such as restricted access to Matilija Avenue from Riverside Drive) are proposed to address project traffic. Neighborhood intrusion from pass-through traffic is anticipated to be less than significant with the proposed modifications to the Riverside Drive project driveway and the restricted access to Matilija Avenue. Although there is no anticipated significant increase in neighborhood intrusion from the project, the applicant is proposing to fund a Neighborhood Protection Plan. The plan will include funding for the study and implementation of measures such as speed humps, stop signs, and traffic collars to provide additional disincentive from driving through or parking in adjacent neighborhood north of the center.

(d) Transit System

As required by the 2004 Congestion Management Program for Los Angeles County, a review has been made of the CMP transit service. Transit service is currently provided in the project vicinity. The project trip generation was adjusted by values set forth in the CMP to estimate transit trip generation. Pursuant to the CMP guidelines, the Proposed Project is forecast to generate demand for 5 net new transit trips (3 inbound trips and 2 outbound trips) during the weekday A.M. peak hour and 23 net new trips (11 inbound trips and 12 outbound trips) in the weekday P.M. peak hour. Over a 24-hour period, the Proposed Project is forecast to generate a demand for 243 daily transit trips[10]. It is anticipated that the existing transit service will adequately accommodate the project generated transit trips. As a result, the project will result in a less than significant impact on existing or future transit services in the project area.

(e) Parking

The Proposed Project includes a request for shared parking across the entire shopping center site. As part of this request, a shared parking analysis was completed by Linscott, Law & Greenspan, Traffic Engineers (see Appendix I: Traffic Study), per Section 12.21.A.4 of the LAMC. The analysis, discussed in further detail below, indicates that the Proposed Project will result in a less than significant parking impact.

The purpose of a shared parking analysis is to evaluate whether a combination of compatible land uses in a single development would support an anticipated parking demand that would be less than that required for separate free-standing land uses of similar types. The Proposed Project requests the Zoning Administrator to issue a finding that Shared Parking is applicable to the project under the provisions of Section 12.24.X.20 of the LAMC.

Prior development approvals at the shopping center (under ZA-95-0899-CUZ and CPC-94-0287-ZC) established a parking requirement for the entire site at 4.5 parking spaces per 1,000 square feet of gross leasable square footage (GLSF) which is applicable, but not limited to, retail, restaurant, and office uses. Existing development at the shopping center totals approximately 867,000 GLSF of floor area, yielding a current parking requirement of approximately 3,902 parking spaces on-site which are currently provided on-site in parking structures and surface parking.

Existing Parking Utilization

To determine the adequacy of the existing parking requirement (4.5 parking spaces per 1,000 GLSF), observations of parking demand were conducted at the shopping center during the 2005 holiday shopping period and 2006 holiday shopping period on three days of typically high patronage: the day after Thanksgiving, the last full Saturday shopping day before Christmas, and the day after Christmas. Peak parking demand observed at the shopping center during each of the three days is as follows:

[10]AM Peak Hour Trips = 95 * 1.14 * .0.35 = 5 transit trips; PM Peak Hour Trips = 476 * 1.4 * 0.035 = 23 transit trips; Daily Trips = 4,964 * 1.4 * 0.035 = 243 transit trips

- 2005 Friday after Thanksgiving: 3,424 spaces (observed at 2:00 P.M.)
- 2006 Friday after Thanksgiving: 3,309 spaces (observed at 2:00 P.M.)
- 2005 Saturday before Christmas: 3,370 spaces (observed at 4:00 P.M.)
- 2006 Saturday before Christmas: 3,354 spaces (observed at 4:00 P.M.)
- 2005 Day after Christmas: 3,594 spaces (observed at 2:00 P.M.)
- 2006 Day after Christmas: 3,402 spaces (observed at 2:00 P.M.)

Based on the existing 867,000 GLSF, the average peak parking demand at the shopping center during the 2005 and 2006 holiday season (3,498 parking spaces on December 26th) was equivalent to approximately 4.03 spaces per 1,000 GLSF. The observed peak parking rate is less than the current requirement to provide 4.5 parking spaces per 1,000 square feet of GLSF. It is noted that during the 2005 and 2006 holiday seasons that shopping center employees were parked on-site (primarily in the existing surface parking area near the Woodman Avenue driveway).

Code Parking Calculation for Proposed Project

The Proposed Project will provide 355,227 square feet of new retail space and 71,329 square feet of new restaurant space per LAMC[11]. This new development will be in addition to the existing 988,116 square feet of commercial floor area. Per the LAMC parking requirements, the Proposed Project would be required to provide 1 parking space per 250 SF of retail floor area and 1 parking space per 100 SF of restaurant floor area. Based on the parking rates provided in the LAMC, the calculated parking for the project is as follows:

- New Retail (1 space/250 SF for 355,227 SF): 1,421 parking spaces
- New Restaurants (1 space/100 SF for 71,329 SF): 713 parking spaces
- Existing shopping center (by permit): 3,902 parking spaces
- Total calculated project parking by Code: 6,036 parking spaces

Based on these calculations, the Proposed Project would require provision of approximately new additional 2,134 parking spaces. Combined with the 3,902 parking spaces required for the existing development, a total of 6,036 parking spaces would be required site-wide based on LAMC requirements without Shared Parking. Based on the existing parking requirement of 4.5 parking spaces per 1,000 GLSF, approximately 5,162 spaces would be required site-wide under the Proposed Project.

The Proposed Project proposes to provide parking that is less than the number of parking spaces that would otherwise be required under Section 12.21.A.4 of the LAMC. Specifically, the Proposed Project would to provide parking at a rate of up to 4.5 parking spaces per 1,000 square feet of gross leasable floor area (i.e., 5,148 spaces based on a total center of 1,147,000 gross leasable square feet) with the potential to provide parking at a maximum rate of 4.5 parking

[11]All floor areas in this section as defined by the Los Angeles Municipal Code.

spaces per 1,000 square feet of gross leasable floor area (i.e., 5,162 spaces based on a total center of 1,147,000 gross leasable square feet). Thus, the project will request the Planning Department to issue a finding that Shared Parking is applicable to the project under the provisions of Section 12.24.X.20 of the LAMC.

Shared Parking Demand Analysis

The basis for reduced parking under the Shared Parking provisions in the LAMC is demonstrated by the shared parking analysis which has been prepared based on data published in the second edition of the Shared Parking manual published by the Urban Land Institute (ULI)[12], and supplemented by the observations of existing parking demand at the site which together demonstrate the adequacy of the proposed on-site parking supply for the project.

The analysis is consistent with methodology used by the City of Los Angeles in the review and approval of share parking applications for other major retail centers. The Shared Parking manual provides recommendations with respect to the following characteristics of parking demand at shopping centers:

Hourly Parking Indices: The *Shared Parking* manual provides hourly parking indices for various land uses. For the shopping center, the hourly parking indices for retail, and restaurants (sit-down and fast-food type restaurants) were utilized. The indices show, for example, that the hourly parking demand for retail (which generates peak parking demand during the early afternoon period) is different than the parking demand seen at sit-down type restaurants (which generates peak parking demand in evening hours).

Day of Week Parking Variations: The *Shared Parking* manual provides recommendations for day of week parking factors. For example, retail and restaurants uses generate their peak parking demand during weekends.

Monthly Parking Variations: The *Shared Parking* manual considers that some uses have substantial parking variations based on the month of the year. Retails uses, for example typically generates its highest parking demand in December while restaurants have a generally consistent parking demand throughout the year.

Internal Capture: Parking demand at mixed-use centers can be reduced through internal capture characteristics. For example, a person working in a retail establishment within a mall may walk to the restaurants in the center to eat during lunch. The Shared Parking manual indicates that parking demand may be reduced by at least 10% at a mixed-use center based on these internal capture characteristics.

Shared Parking Demand Analysis for Existing Conditions

A shared parking demand analysis has been prepared for existing conditions at shopping center to demonstrate the validity of the parking indices provided in the ULI Shared Parking manual.

[12]Smith, Mary S., et al. 2005. *Shared Parking, Second Edition*. Washington D.C.: Urban Land Institute (ULI). 12 June 2008 <http://www.uli.org/AM/Template.cfm?Section=Bookstore&Template=Ecommerce/ProductDisplay.cfm&Productid=1495>.

Land uses utilized the shared parking analysis included approximately 842,045 GLSF of retail and approximately 24,955 GLSF of restaurant uses (i.e., 20,275 GLSF of "fast food" restaurant and 4,680 GLSF of "family" restaurant).

Observations of existing parking utilization were conducted at the shopping center during the 2005 and 2006 holiday seasons (see above). Accordingly, the shared parking analysis was prepared for a December weekday and weekend condition for the existing floor area. As shown in *Table 49: Weekday Shared Parking Demand Analysis Existing Conditions (December)*, a peak parking demand for 3,193 parking spaces (at 1:00 P.M.) is forecast for a weekday while *Table 50: Weekend Shared Parking Demand Analysis Existing Conditions (December)*, shows a peak parking demand for 3,476 parking spaces (at 2:00 P.M.). By comparison, during the most recent 2005 and 2006 holiday seasons, an average peak parking demand of 3,367 spaces as observed on the Friday after Thanksgiving, an average peak parking demand for 3,362 spaces as observed on the Saturday before Christmas and an average peak parking demand for 3,498 spaces as observed on the day after Christmas. Thus, the parking demand model developed for the shopping center using the ULI methodology is highly correlated to the observed parking demand during the 2005 and 2006 holiday seasons. It is concluded that the shared parking methodology provides a reasonable model for purposes for forecasting future parking demand at build-out of the Proposed Project.

TABLE 49
WEEKDAY SHARED PARKING DEMAND ANALYSIS EXISTING CONDITIONS (DECEMBER) [1]

LAND USE	RETAIL	FAMILY RESTAURANT	FAST-FOOD RESTAURANT	SHARED PARKING DEMAND	COMPARISON W/PARKING SUPPLY OF 3,902 SPACES
Size	842.0 KSF	4.7 KSF	20.3 KSF		
Peak Pkg Rate [2]	4.0 /KSF	15.0 /KSF	15.0 /KSF		
Weekday Pkg Rate [3]	3.6 /KSF	10.5 /KSF	15.0 /KSF		
Gross Spaces	3,031	49	304		
Adjusted Gross Spaces [4]	2,879	44	274		
TIME OF DAY	**NUMBER OF SPACES**	**NUMBER OF SPACES**	**NUMBER OF SPACES**		**SURPLUS (DEFICIENCY)**
6:00 A.M.	79	13	18	110	3,792
7:00 A.M.	200	24	31	255	3,647
8:00 A.M.	572	28	59	659	3,243
9:00 A.M.	1,232	34	86	1,352	2,550
10:00 A.M.	1,983	38	159	2,180	1,722
11:00 A.M.	2,503	40	239	2,782	1,120
12:00 P.M.	2,763	44	274	3,081	821
1:00 P.M.	2,879	40	274	3,193	709
2:00 P.M.	2,763	25	249	3,037	865
3:00 P.M.	2,647	22	169	2,838	1,064
4:00 P.M.	2,647	22	153	2,822	1,080
5:00 P.M.	2,735	35	169	2,939	963
6:00 P.M.	2,735	36	235	3,006	896
7:00 P.M.	2,735	36	223	2,994	908

TABLE 49 (CONTINUED)
WEEKDAY SHARED PARKING DEMAND ANALYSIS EXISTING CONDITIONS (DECEMBER) [1]

LAND USE	RETAIL	FAMILY RESTAURANT	FAST-FOOD RESTAURANT		COMPARISON W/PARKING SUPPLY OF 3,902 SPACES
Size Peak Pkg Rate [2]	842.0 KSF 4.0 /KSF	4.7 KSF 15.0 /KSF	20.3 KSF 15.0 /KSF		
Weekday Pkg Rate [3]	3.6 /KSF	10.5 /KSF	15.0 /KSF		
Gross Spaces	3,031	49	304		
Adjusted Gross Spaces [4]	2,879	44	274		
TIME OF DAY	**NUMBER OF SPACES**	**NUMBER OF SPACES**	**NUMBER OF SPACES**	**SHARED PARKING DEMAND**	**SURPLUS (DEFICIENCY)**
8:00 P.M.	2,359	36	142	2,537	1,365
9:00 P.M.	1,580	28	86	1,694	2,208
10:00 P.M.	920	25	59	1,004	2,898
11:00 P.M.	316	23	31	370	3,532
12:00 A.M.	0	12	20	32	3,870

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
[2] Peak parking rates for all land uses based on the recommended base parking ratios as contained in Table 2-2 of the "Shared Parking" manual.
[3] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.
[4] Gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

TABLE 50
WEEKEND SHARED PARKING DEMAND ANALYSIS EXISTING CONDITIONS (DECEMBER) [1]

LAND USE	RETAIL	FAMILY RESTAURANT	FAST-FOOD RESTAURANT		COMPARISON W/PARKING SUPPLY OF 3,902 SPACES
Size Peak Pkg Rate [2]	842.0 KSF 4.0 /KSF	4.7 KSF 15.0 /KSF	20.3 KSF 15.0 /KSF		
Weekend Pkg Rate [3]	4.0 /KSF	15.0 /KSF	14.0 /KSF		
Gross Spaces	3,368	70	284		
Adjusted Gross Spaces [4]	3,200	63	256		
TIME OF DAY	**NUMBER OF SPACES**	**NUMBER OF SPACES**	**NUMBER OF SPACES**	**SHARED PARKING DEMAND**	**SURPLUS (DEFICIENCY)**
6:00 A.M.	90	10	17	117	3,785
7:00 A.M.	224	21	29	274	3,628
8:00 A.M.	512	32	55	599	3,303
9:00 A.M.	1,248	46	81	1,375	2,527
10:00 A.M.	1,824	58	148	2,030	1,872
11:00 A.M.	2,272	58	223	2,553	1,349
12:00 P.M.	2,688	63	256	3,007	895
1:00 P.M.	2,944	55	256	3,255	647
2:00 P.M.	3,200	44	232	3,476	426
3:00 P.M.	3,200	29	157	3,386	516
4:00 P.M.	3,072	31	142	3,245	657
5:00 P.M.	2,912	41	157	3,110	792
6:00 P.M.	2,592	47	219	2,858	1,044
7:00 P.M.	2,432	47	208	2,687	1,215

TABLE 50 (CONTINUED)
WEEKEND SHARED PARKING DEMAND ANALYSIS EXISTING CONDITIONS (DECEMBER) [1]

LAND USE	RETAIL	FAMILY RESTAURANT	FAST-FOOD RESTAURANT		COMPARISON W/PARKING SUPPLY OF 3,902 SPACES
Size	842.0 KSF	4.7 KSF	20.3 KSF		
Peak Pkg Rate [2]	4.0 /KSF	15.0 /KSF	15.0 /KSF		
Weekend Pkg Rate [3]	4.0 /KSF	15.0 /KSF	14.0 /KSF		
Gross Spaces	3,368	70	284		
Adjusted Gross Spaces [4]	3,200	63	256		
TIME OF DAY	**NUMBER OF SPACES**	**NUMBER OF SPACES**	**NUMBER OF SPACES**	**SHARED PARKING DEMAND**	**SURPLUS (DEFICIENCY)**
8:00 P.M.	2,144	44	132	2,320	1,582
9:00 P.M.	1,696	23	81	1,800	2,102
10:00 P.M.	1,184	20	55	1,259	2,643
11:00 P.M.	480	14	29	523	3,379
12:00 A.M.	0	8	18	26	3,876

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
[2] Peak parking rates for all land uses based on the recommended base parking ratios as contained in Table 2-2 of the "Shared Parking" manual.
[3] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.
[4] Gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction

Shared Parking Demand Analysis for Future Conditions

A shared parking demand analysis has been prepared for future conditions at the shopping center following build-out of the Proposed Project. Land uses utilized the shared parking analysis for future conditions included approximately 1,075,223 GLSF of retail and approximately 71,777 GLSF of restaurant uses (i.e., 39,097 GLSF of "fast food" restaurant, 4,680 GLSF of "family" restaurant, and 28,000 GLSF of "fine/casual dining" restaurant). The forecast parking demand based on the shared parking analysis has been compared to a proposed parking supply of 5,148 parking spaces, which is equivalent to a ratio of up to 4.5 parking spaces per 1,000 gross leasable square feet.

The shared parking analysis has been prepared for weekday and weekend conditions. Further, evaluations have been prepared for both non-holiday month conditions (e.g., July), as well as holiday conditions. Hourly parking forecasts have been prepared from 6:00 a.m. to 12:00 a.m. for each of the analysis days to evaluate parking demand during operating hours of the center during typical (non-holiday) and non-typical (holiday) conditions. The analysis is deemed to be in compliance with the requirements of Section 12.24.X.20 of the LAMC whereby a review of parking demand for "24 hours per day, for seven consecutive days" is required. It is noted that the parking demand forecasts account for parking generated by both shopping center employees and patrons.

Table 51: Weekday Shared Parking Demand Analysis Future Conditions (July) and *Table 52: Weekend Shared Parking Demand Analysis Future Conditions (July)* provide the weekday and weekend, respectively, shared parking analysis for the shopping center for a non-holiday month (i.e., July). For a weekday condition in July, *Table 51: Weekday Shared Parking Demand Analysis Future Conditions (July)* indicates a peak demand for approximately 3,371 parking spaces at 1:00 P.M. which can be accommodated by the proposed supply of 5,148 spaces. *Table*

52: Weekend Shared Parking Demand Analysis Future Conditions (July) shows a peak demand for 3,474 parking spaces at 2:00 P.M. for a weekend condition during the non-holiday season which can be accommodated by the proposed supply of 5,148 spaces. This includes parking of all employees on site. Even with a the requested parking ratio reduction, the Proposed Project would result in a substantial surplus in parking at the site during non-holiday periods (i.e., a minimum surplus of over 1,500 parking spaces during weekdays and over 1,400 parking spaces during weekends).

TABLE 51
WEEKDAY SHARED PARKING DEMAND ANALYSIS FUTURE CONDITIONS (JULY) [1]

LAND USE	RETAIL	FINE/CASUAL DINING	FAMILY RESTAURANT	FAST-FOOD RESTAURANT		COMPARISON W/PARKING SUPPLY OF 5,148 SPACES
Size Peak Pkg Rate [2]	1,075.2 KSF 4.0 /KSF	28.0 KSF 20.0 /KSF	4.7 KSF 15.0 /KSF	39.1 KSF 15.0 /KSF		
Weekend Pkg Rate [3]	3.6 / KSF	18.0 /KSF	10.5 /KSF	15.0 /KSF		
Gross Spaces	3,871	504	49	586		
Adjusted Gross Spaces [4]	3,677	454	44	527		
TIME OF DAY	**NUMBER OF SPACES**	**NUMBER OF SPACES**	**NUMBER OF SPACES**	**NUMBER OF SPACES**	**SHARED PARKING DEMAND**	**SURPLUS (DEFICIENCY)**
6:00 A.M.	76	0	12	34	122	5026
7:00 A.M.	181	14	24	60	279	4869
8:00 A.M.	513	35	27	112	687	4461
9:00 A.M.	1,092	52	33	164	1,341	3807
10:00 A.M.	1,718	119	38	300	2,175	2973
11:00 A.M.	2,154	213	40	452	2,859	2289
12:00 P.M.	2,373	345	43	518	3,279	1869
1:00 P.M.	2,468	345	40	518	3,371	1777
2:00 P.M.	2,373	307	25	470	3,175	1973
3:00 P.M.	2,278	203	22	318	2,821	2327
4:00 P.M.	2,278	241	22	288	2,829	2319
5:00 P.M.	2,344	352	34	318	3,048	2100
6:00 P.M.	2,344	427	36	444	3,251	1897
7:00 P.M.	2,344	446	36	422	3,248	1900
8:00 P.M.	2,032	446	36	267	2,781	2367
9:00 P.M.	1,377	446	27	164	2,014	3134
10:00 P.M.	798	427	24	112	1,361	3787
11:00 P.M.	276	342	23	60	701	4447
12:00 A.M.	0	118	11	38	167	4981

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
[2] Peak parking rates for all land uses based on the recommended base parking ratios as contained in Table 2-2 of the "Shared Parking" manual.
[3] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.
[4] Gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

Table 53: Weekday Shared Parking Demand Analysis Future Conditions (December) and *Table 54: Weekend Shared Parking Demand Analysis Future Conditions (December)* provide the December shared parking analysis for weekday and weekend conditions, respectively. For a weekday condition in December, *Table 53: Weekday Shared Parking Demand Analysis Future Conditions (December)* indicates a peak demand for approximately 4,595 parking spaces at 1:00 P.M. which can be accommodated by the proposed supply of 5,148 spaces. *Table 54: Weekend Shared Parking Demand Analysis Future Conditions (December)* shows a peak demand for 4,827 parking spaces at 2:00 P.M. for a weekend condition during the holiday season which can be accommodated by the proposed supply of 5,148 spaces. This includes parking of all employees on site.

TABLE 52
WEEKEND SHARED PARKING DEMAND ANALYSIS FUTURE CONDITIONS (JULY) [1]

LAND USE	RETAIL	FINE/CASUAL DINING	FAMILY RESTAURANT	FAST-FOOD RESTAURANT	SHARED PARKING DEMAND	COMPARISON W/PARKING SUPPLY OF 5,148 SPACES
Size Peak Pkg Rate [2]	1,075.2 KSF 4.0 /KSF	28.0 KSF 20.0 /KSF	4.7 KSF 15.0 /KSF	39.1 KSF 15.0 /KSF		
Weekend Pkg Rate [3]	4.0 /KSF	20.0 /KSF	15.0 /KSF	14.0 /KSF		
Gross Spaces	4,301	560	70	547		
Adjusted Gross Spaces [4]	4,086	504	63	492		
TIME OF DAY	**NUMBER OF SPACES**	**NUMBER OF SPACES**	**NUMBER OF SPACES**	**NUMBER OF SPACES**		**SURPLUS (DEFICIENCY)**
6:00 A.M.	86	0	10	32	128	5020
7:00 A.M.	203	15	20	55	293	4855
8:00 A.M.	470	23	32	104	629	4519
9:00 A.M.	1,118	46	45	152	1,361	3787
10:00 A.M.	1,602	57	57	280	1,996	3152
11:00 A.M.	1,981	120	57	422	2,580	2568
12:00 P.M.	2,328	267	62	484	3,141	2007
1:00 P.M.	2,537	288	54	484	3,363	1785
2:00 P.M.	2,746	246	43	439	3,474	1674
3:00 P.M.	2,746	246	28	297	3,317	1831
4:00 P.M.	2,642	246	31	269	3,188	1960
5:00 P.M.	2,504	328	41	297	3,170	1978
6:00 P.M.	2,230	453	46	415	3,144	2004
7:00 P.M.	2,092	474	46	394	3,006	2142
8:00 P.M.	1,850	495	43	249	2,637	2511
9:00 P.M.	1,471	453	23	152	2,099	3049
10:00 P.M.	1,026	453	19	104	1,602	3546
11:00 P.M.	412	442	14	55	923	4225
12:00 A.M.	0	248	8	35	291	4857

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
[2] Peak parking rates for all land uses based on the recommended base parking ratios as contained in Table 2-2 of the "Shared Parking" manual.
[3] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.
[4] Gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

TABLE 53
WEEKDAY SHARED PARKING DEMAND ANALYSIS FUTURE CONDITIONS (DECEMBER) [1]

LAND USE	RETAIL	FINE/CASUAL DINING	FAMILY RESTAURANT	FAST-FOOD RESTAURANT		COMPARISON W/PARKING SUPPLY OF 5,148 SPACES
Size	1,075.2 KSF	28.0 KSF	4.7 KSF	39.1 KSF		
Peak Pkg Rate [2]	4.0 /KSF	20.0 /KSF	15.0 /KSF	15.0 /KSF		
Weekend Pkg Rate [3]	3.6 /KSF	18.0 /KSF	10.5 /KSF	15.0 /KSF		
Gross Spaces	3,871	504	49	586		
Adjusted Gross Spaces [4]	3,677	454	44	527		
TIME OF DAY	**NUMBER OF SPACES**	**NUMBER OF SPACES**	**NUMBER OF SPACES**	**NUMBER OF SPACES**	**SHARED PARKING DEMAND**	**SURPLUS (DEFICIENCY)**
6:00 A.M.	102	0	13	34	149	4999
7:00 A.M.	255	14	24	61	354	4794
8:00 A.M.	730	35	28	114	907	4241
9:00 A.M.	1,573	52	34	166	1,825	3323
10:00 A.M.	2,533	120	38	305	2,996	2152
11:00 A.M.	3,197	216	40	460	3,913	1235
12:00 P.M.	3,529	351	44	527	4,451	697
1:00 P.M.	3,677	351	40	527	4,595	553
2:00 P.M.	3,529	312	25	478	4,344	804
3:00 P.M.	3,381	206	22	324	3,933	1215
4:00 P.M.	3,381	245	22	293	3,941	1207
5:00 P.M.	3,493	358	35	324	4,210	938
6:00 P.M.	3,493	435	36	452	4,416	732
7:00 P.M.	3,493	454	36	429	4,412	736
8:00 P.M.	3,014	454	36	271	3,775	1373
9:00 P.M.	2,017	454	28	166	2,665	2483
10:00 P.M.	1,175	435	25	114	1,749	3399
11:00 P.M.	403	348	23	61	835	4313
12:00 A.M.	0	120	12	38	170	4978

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
[2] Peak parking rates for all land uses based on the recommended base parking ratios as contained in Table 2-2 of the "Shared Parking" manual.
[3] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.
[4] Gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

TABLE 54
WEEKEND SHARED PARKING DEMAND ANALYSIS FUTURE CONDITIONS (DECEMBER) [1]

LAND USE	RETAIL	FINE/CASUAL DINING	FAMILY RESTAURANT	FAST-FOOD RESTAURANT	SHARED PARKING DEMAND	COMPARISON W/PARKING SUPPLY OF 5,148 SPACES
Size	1,075.2 KSF	28.0 KSF	4.7 KSF	39.1 KSF		
Peak Pkg Rate [2]	4.0 /KSF	20.0 /KSF	15.0 /KSF	15.0 /KSF		
Weekend Pkg Rate [3]	4.0 /KSF	20.0 /KSF	15.0 /KSF	14.0 /KSF		
Gross Spaces	4,301	560	70	547		
Adjusted Gross Spaces [4]	4,086	504	63	492		
TIME OF DAY	**NUMBER OF SPACES**	**NUMBER OF SPACES**	**NUMBER OF SPACES**	**NUMBER OF SPACES**		**SURPLUS (DEFICIENCY)**
6:00 A.M.	115	0	10	32	157	4991
7:00 A.M.	286	15	21	56	378	4770
8:00 A.M.	654	23	32	105	814	4334
9:00 A.M.	1,594	46	46	155	1,841	3307
10:00 A.M.	2,329	57	58	285	2,729	2419
11:00 A.M.	2,901	121	58	429	3,509	1639
12:00 P.M.	3,432	271	63	492	4,258	890
1:00 P.M.	3,759	292	55	492	4,598	550
2:00 P.M.	4,086	250	44	447	4,827	321
3:00 P.M.	4,086	250	29	302	4,667	481
4:00 P.M.	3,923	250	31	274	4,478	670
5:00 P.M.	3,718	333	41	302	4,394	754
6:00 P.M.	3,309	461	47	422	4,239	909
7:00 P.M.	3,106	483	47	401	4,037	1111
8:00 P.M.	2,738	504	44	253	3,539	1609
9:00 P.M.	2,166	461	23	155	2,805	2343
10:00 P.M.	1,512	461	20	105	2,098	3050
11:00 P.M.	613	450	14	56	1,133	4015
12:00 A.M.	0	252	8	35	295	4853

[1] Source: ULI - Urban Land Institute "Shared Parking," Second Edition, 2005.
[2] Peak parking rates for all land uses based on the recommended base parking ratios as contained in Table 2-2 of the "Shared Parking" manual.
[3] Weekday parking rates based on the weekday parking demand ratios, as summarized in Table 2-2 of the "Shared Parking" manual.
[4] Gross spaces adjusted to reflect parking demand reduction due to captive market, internal capture, transit, and/or walk-in reduction.

As demonstrated by the shared parking analysis, adequate parking will be provided with the Proposed Project and the impacts related to parking demand are less than significant and mitigation is not required.

Although sufficient parking will be provided with the Proposed Project, surrounding residents have expressed concern that shopping center patrons may nonetheless park along adjacent off-site streets, including within residential neighborhoods to the north, for convenience. A key goal of the Proposed Project is to provide a more convenient and efficient access and internal circulation system within the project site, and to provide convenient parking options. It is anticipated that the access, circulation and parking enhancements will provide sufficient incentive for patrons to park on-site at the shopping center. Further, several measures to address pass-through traffic, neighborhood protection and traffic calming (such as restricted access to

Matilija Avenue from Riverside Drive) are proposed to address project traffic. The neighborhood protection plan will provide additional disincentive to park in adjacent neighborhoods to the north of the project site. As a result, parking impacts to surrounding areas are anticipated to be less than significant.

(3) Pedestrian Environment

Buildings on, and access to, the project site will comply with all Building Code and Municipal Code regulations. The Proposed Project includes improved Riverside Drive vehicle entrances that will provide for better circulation along Riverside Drive and within the shopping center and thereby also enhancing pedestrian circulation and safety. This improvement includes installation of a new traffic signal and an improved (safer) pedestrian crossing at the new consolidated shopping center driveway entrances.

Pedestrian access to the Proposed Project would be available from the parking areas on the south side of the project and at one location along Riverside Drive through Bloomingdale's department store. Pedestrian access will also be facilitated from Riverside Drive by improved pedestrian walkways between parking areas internal to the project site.

In addition, enhanced landscaping along Riverside Drive and Hazeltine Avenue would create a more inviting pedestrian environment. In essence, the new landscaping treatment along the project site perimeter will create a pedestrian-friendly corridor that be an amenity for the community as well as function as pedestrian access to the project site. The proposed landscape concept is described in Sections II: Project Description and IV: Environmental Impact Analysis: A-Aesthetics and Visual Resources of this DEIR.

Overall, the inclusion of PDFs that provide improved pedestrian crosswalks across Riverside Drive and a more pleasant landscaped backdrop along Riverside Drive and Hazeltine Avenue will have a beneficial effect on the local pedestrian environment. No mitigation is required as the Proposed Project impacts are already less than significant, and in fact improved to a beneficial level.

(4) Consistency with Applicable Plans and Polices

The Proposed Project does not propose any change to adopted plans or policies, nor reclassification of applicable designations. The applicable transportation-related goals, objectives and policies of the General Plan Community Plan are provided in *Table 55: Consistency with Community Plan Transportation Related Goals, Objectives and Policies*, along with a discussion of the project consistency with each applicable component. In summary, the Proposed Project is consistent with the transportation-related goals, objectives and policies because the project will either directly contribute toward the furtherance of those policies (e.g., as with the funding for implementation of the ATCS system at local intersections) or indirectly supports those policies through not creating obstacles for their realization (e.g., such as enhanced pedestrian and public transit orientation). The Proposed Project will result in a less than significant impact to transportation in the project area since it does not create conflicts with

policies and programs supporting public transit, alternative transportation modes, transportation systems and congestion management, and parking.

TABLE 55
CONSISTENCY WITH COMMUNITY PLAN TRANSPORTATION RELATED GOALS, OBJECTIVES AND POLICIES

ID NO.	GOAL/OBJECTIVE/POLICY	CONSISTENCY DISCUSSION	CONSISTENCY DETERMINATION
VAN NUYS-NORTH SHERMAN OAKS COMMUNITY PLAN			
G 11	Develop a public transit system that improves mobility with convenient alternatives to automobile travel.	The implementation of the programs to achieve this goal is dependent on coordination between the City and the Transit Districts that serve the Sherman Oaks area. The Proposed Project includes the provision of a weekend and holiday shuttle services to the immediate area and a ride-share coordinator to give employees an alternative to single occupant vehicle commuting.	Not applicable to a development of private property
O 11-1	To encourage improved local and express bus service through the Van Nuys-North Sherman Oaks community, encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.	The implementation of the programs to achieve this objective requires actions by the City and the Transit Districts that serve the Sherman Oaks area.	Not applicable to a development of private property
P 11-1.1	Coordinate with the Metropolitan Transit Authority (MTA) to improve local bus service to and within the Van Nuys-North Sherman Oaks area. Program: Transit Improvements [TIMP] 1. Recommended bus transit improvement [TIMP]: - Increase bus service along high-demand routes as warranted; and - Extend Metrolink shuttle route south to serve the proposed Red Line Van Nuys Station; and - Implement transit-priority treatments along Van Nuys Boulevard. The implementation of the programs to achieve this objective requires actions by the City and the Transit Districts that serve the Sherman Oaks area	The implementation of the programs to achieve this objective requires actions by the City and the Transit Districts that serve the Sherman Oaks area.	Not applicable to a development of private property
P 11-1.2	Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities.	Program: The Community Plan includes an Urban Design chapter that outlines design guidelines for transit stops. These improvements can be implemented through the City's Capital Improvement Program or as part of street improvements associated with a new development. The Proposed Project is required to make 2 feet of street dedications and to repair broken	Consistent

ID NO.	GOAL/OBJECTIVE/POLICY	CONSISTENCY DISCUSSION	CONSISTENCY DETERMINATION
		sidewalk. The Proposed Project proposes the provision of a right turn only lane on Riverside Drive at the new Mall Driveway. This street improvement is anticipated to include a reconstruction/relocation of an existing transit stop. This reconstruction/relocation shall include the installation of appropriate transit user-friendly amenities.	
P 11-1.3	Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.	Program: Implementation of the "Restructuring Public Transit Service" (RPTS) study proposals to create limited stop service and replace existing services with new local buses. The implementation of the programs to achieve this policy is dependent on coordination between the City and the Transit Districts that serve the Sherman Oaks area. The Proposed Project includes the provision of a ride-share coordinator and the provision of weekend and holiday shuttle services to the immediate area.	Consistent
O 11-2	To increase the work trips and non-work trips made on public transit.	The Proposed Project includes the provision of a weekend and holiday shuttle services for residents in the immediate area and a ride-share coordinator to give employees an alternative to single occupant vehicle commuting. The Proposed Project also includes a reconstruction/relocation of an existing transit stop. This reconstruction/relocation shall include the installation of a new transit stop with appropriate transit user-friendly amenities.	Consistent
P 11-2.1	Develop an intermodal mass transportation plan to implement linkages to future rail service. Program: Rail transit improvements [TIMP]. -Extend rail transit line west from Metro Red Line terminus in North Hollywood through the Van Nuys-North Sherman Oaks Community Plan area; -Locate station stop at Fulton Avenue/Valley College, Van Nuys Boulevard and Sepulveda Boulevard; -Expand Van Nuys Amtrak/Metrolink Station; -Increase Metrolink service levels.	The implementation of the programs to achieve this objective requires actions by the City and the Transit Districts that serve the Sherman Oaks area.	Not applicable to a development of private property

ID NO.	GOAL/OBJECTIVE/POLICY	CONSISTENCY DISCUSSION	CONSISTENCY DETERMINATION
	The implementation of the programs to achieve this goal is dependent on coordination between the City and the Transit Districts that serve the Sherman Oaks area.		
G 12	Encourage alternative modes of transportation to reduce the use of single occupant vehicles (sov) in order to reduce overall vehicular trip volumes.	The Proposed Project includes the provision of a weekend and holiday shuttle services to the immediate area and a ride-share coordinator to give employees an alternative to single occupant vehicle commuting.	Consistent
O 12-1	To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.	The Proposed Project includes the provision of a weekend and holiday shuttle services to the immediate area and a ride-share coordinator to give employees an alternative to single occupant vehicle commuting.	Consistent
P 12-1.1	Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex-time, bicycles, and walking, etc).	Program: The TDM City-wide Ordinance and trip reduction measures will continue to be implemented in the Van Nuys-North Sherman Oaks area and monitored by LADOT. This Ordinance calls for several measures to be taken by non-residential developments to achieve necessary trip reduction targets. Program: TDM Ordinance [TIMP]. The Proposed Project includes the provision of a ride-share coordinator to give employees an alternative to single occupant vehicle commuting. The project will also provide preferential parking for carpoolers. In addition the project will provide showers, changing rooms and bike storage for employees choosing to bike to work. Also the street improvement associated with the project involves a reconstruction/ relocation of an existing transit stop. This reconstruction/ relocation shall include the installation of appropriate transit user-friendly amenities.	Consistent
P 12-1.2	Encourage the use of multiple-occupancy vehicle programs such as carpool, vanpools and/or shuttle for shopping and other activities to reduce midday traffic.	Program: The City-wide Ordinance on TDM and trip reduction measures will continue to be implemented and monitored by LADOT. The Proposed Project includes the provision of a ride-share coordinator to give employees an alternative to single occupant vehicle commuting. The project will also provide preferential	Consistent

ID NO.	GOAL/OBJECTIVE/POLICY	CONSISTENCY DISCUSSION	CONSISTENCY DETERMINATION
		parking for carpoolers. In addition the project will provide showers, changing rooms and bike storage for employees choosing to bike to work. Also the street improvement associated with the project involves a reconstruction/ relocation of an existing transit stop. This reconstruction/relocation shall include the installation of appropriate transit user-friendly amenities.	
P 12-1.3	Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.	Program: The decision-maker shall include this as a condition in approving such projects. The Proposed Project includes the provision of a ride-share coordinator to give employees an alternative to single occupant vehicle commuting. The Proposed Project includes the provision of a weekend and peak holiday shuttle from the site to the Orange Line Bus Station.	Consistent
G 13	A well maintained, safe, efficient freeway, highway, and street network.	The Proposed Project will make the required dedications to the adjacent streets to bring them up to the standards of the Street and Highways element of the General Plan. However, the maintenance and design of the freeway, highway and street network in not in the control of the private property owner.	Not applicable to a development of private property
O 13-1	That Van Nuys-North Sherman Oaks' signalized intersections are integrated with the City's ATSAC system by the year 2010	The Proposed Project supports the City's programs of providing the most current ATCS system in the area through the payment of impact fees for the installation of computerized equipment at 10 local intersections.	Consistent
P13-1.1	Install ATSAC equipment at an accelerated rate with expanded funding.	Program: Accelerated installation of ATCS equipment when funding becomes available. Program: Transportation Systems Management (TSM) Strategies [TIMP]. Automated Traffic Surveillance and Control (ATSAC), a computerized system that directs traffic control operations based on the data collected at each signalized intersection, is recommended to be installed by the 2010 at the major and secondary intersections. The Proposed Project supports the City's programs of providing the most current ATCS system in the area	Consistent

ID NO.	GOAL/OBJECTIVE/POLICY	CONSISTENCY DISCUSSION	CONSISTENCY DETERMINATION
		through the payment of impact fees for the installation of computerized equipment at 7 local intersections.	
P 13-1.2	Support the existing Department of Transportation program to provide separate right and/or left turn lanes on all arterial streets where feasible. Program: The Plan supports the City Department of Transportation's programs providing for separate right turn and/or left turn lanes on all arterials.	The Proposed Project will support the City's program of separate right and/or left turn lanes with the implementation of left turn phasing at Hazeltine Avenue and Riverside Drive.	Consistent
P 13-1.3	Accelerate controller replacement to upgrade and improve signal efficiency. Program: Implement as funding becomes available.	The Proposed Project supports the City's programs of providing the most current ATCS system in the area through the payment of impact fees for the installation of computerized equipment at 10 local intersections.	Consistent
G 14	A system of highways, freeways, and streets that provides a circulation system which supports existing, approved, and planned land uses while maintaining a desired level of service at all intersections.	The Proposed Project will make the required dedications to the adjacent streets to bring them up to the standards of the Street and Highways element of the General Plan. However, the maintenance and design of the freeway, highway and street network in not in the control of the private property owner. Further the Proposed Project includes a series of mitigation measures, which will eliminate any significant impacts to traffic caused by the project.	Consistent
O 14-1	To comply with Citywide performance standards for acceptable levels of service (LOS) and ensure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.	The Proposed Project includes a series of mitigation measures, which will eliminate any significant impacts to traffic caused by the project.	Consistent
P 14-1.1	Maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E". Program: Improve, to their designated standard specifications, substandard segments of those major and secondary highways which are expected to experience heavy traffic congestion by the year 2010. Program: The Plan supports the use of Residential Neighborhood	The Proposed Project includes a series of mitigation measures, which will eliminate any significant impacts to traffic caused by the project.	Consistent

ID NO.	GOAL/OBJECTIVE/POLICY	CONSISTENCY DISCUSSION	CONSISTENCY DETERMINATION
	Protection Plans to relieve congestion on collector streets that are expected to experience traffic congestion by the year 2010. Program: Capital Improvements [TIMP] 1. Proposed street widenings [TIMP]: - Burbank Boulevard from Sepulveda Boulevard to Coldwater Canyon Avenue (widen and implement peak parking restrictions in both directions to provide 6 peak lanes); - Hazeltine Avenue from Victory Boulevard to Burbank Boulevard (widen to 4 lanes); - Van Nuys Boulevard from Chandler Boulevard to Addison Street (implement peak parking restrictions to provide 6 peak lanes); - Provide a fourth northbound lane on Sepulveda Boulevard during P.M. peak period from the Ventura Freeway (US 101) to Rinaldi Street; - I-405/Burbank Boulevard interchange: conduct a study to identify feasible improvements to the I-405/Burbank Boulevard interchange; - I-405/Sepulveda Boulevard ramps: construct a new I-405 northbound off-ramp to Sepulveda Boulevard opposite the existing Ventura Freeway (US 101) eastbound on-ramp; construct a new I-405 northbound on-ramp from Sepulveda Boulevard opposite the Ventura Freeway (US 101) westbound off-ramp; and - Support implementation of regional high-occupancy vehicle (HOV) projects: I-5/I-405 direct HOV connector between north 1-5 and south 1-405 legs. 2. Proposed roadway extensions [TIMP]: - Connect Cedros Avenue across MTA right-of-way (between Bessemer Street and Aetna Street); - Extend Hazeltine Avenue north from current terminus to proposed Saticoy Street extension; also improve to four lanes north of Sherman Way; - Connect Tyrone Avenue across MTA right-of-way (between Bessemer Street and Aetna Street); and - Construct new overpass and connect Saticoy Street across Southern Pacific railroad and classify this segment of Saticoy as a secondary highway, improving it to four lanes between		

ID NO.	GOAL/OBJECTIVE/POLICY	CONSISTENCY DISCUSSION	CONSISTENCY DETERMINATION
	Woodman Avenue and Van Nuys Boulevard. 3. Roadway redesignation; Program: Encourage the completion of the following street improvements in the City's Capital Improvement Program (Five Year Program- Pictorial Guide FY 1996-97 to 2000-2001).		
P 14-1.2	Highways and street dedications shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.	The Proposed Project will make the required dedications to the adjacent streets to bring them up to the standards of the Highways and Freeways element of the General Plan.	Consistent
P 14-1.3	Discourage non-residential traffic flow on streets designed to serve residential areas only by the use of traffic control measures. Program: The use of Residential Neighborhood Protection Plans to relieve congestion on collector streets that are expected to experience traffic congestion by the year 2010.	The Proposed Project has volunteered to fund a neighborhood. Protection to develop measures to discourage not-residential traffic on street designed to serve residential area consistent with this policy of the Community Plan.	Consistent
P 14-1.4	New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking. Program: Require that new development projects incorporate adequate driveway access to prevent vehicular queuing that extends onto arterial streets.	The Proposed Project will consolidate ingress and egress points on Riverside Drive consistent with this policy of the Community Plan.	Consistent
O 14-2	To ensure that the location, intensity and timing of development is consistent with the provision of adequate transportation infrastructure utilizing the City's streets and highways standards.	The Proposed Project includes a series of mitigation measures, which will eliminate any significant impacts to traffic caused by the project.	Consistent
P 14-2.1	No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project. Program: The decision-maker shall adopt a finding which addresses this factor as part of any decision. Program: Require that new development projects incorporate TSM and/or TDM programs and/or transit improvements consistent with City-wide	The Proposed Project includes a series of mitigation measures, which will eliminate any significant impacts to traffic caused by the project.	Consistent

ID NO.	GOAL/OBJECTIVE/POLICY	CONSISTENCY DISCUSSION	CONSISTENCY DETERMINATION
	Land Use-Transportation policy.		
P 14-2.2	Driveway access points onto major and secondary highways, should be restricted or limited in number and located to ensure the smooth and safe flow of vehicles and bicycles. Program: Require that new development projects incorporate such considerations.	The Proposed Project will consolidate ingress and egress points on Riverside Drive and provide access to and from the site at signalized intersections to improve the safe flow of vehicles consistent with this policy of the Community Plan	Consistent
G 15	A system of safe, efficient and attractive bicycle and pedestrian routes.	The implementation of the programs to achieve this goal is dependent the City. The design of bicycle routes on the street network in not in the control of the private property owner. The Proposed Project will make the required dedications to the adjacent streets to bring them up to the standards of the Highways and Freeways element of the General Plan. As such will allow the City to provide bicycle routes as part of the street system	Consistent
O 15-1	To promote an adequate system of safe bikeways for commuter, school and recreational use.	The implementation of the programs to achieve this policy is dependent the City. The design of bicycle routes on the street network in not in the control of the private property owner. The Proposed Project will make the required dedications to the adjacent streets to bring them up to the standards of the Highways and Freeways element of the General Plan. As such will allow the City to provide bicycle routes as part of the street system	Consistent
P 15-1.1	Plan for and encourage funding and construction of bicycle routes connecting residential neighborhoods to schools, open space areas and employment centers.	Program: The Plan map identifies existing and proposed bicycle routes. The City-wide Bicycle Plan addresses concerns regarding bicycle use issues. The implementation of the programs to achieve this policy is dependent the City the design of bicycle routes on the street network in not in the control of the private property owner. The Proposed Project will make the required dedications to the adjacent streets to bring them up to the standards of the Highways and Freeways element of the General Plan. As such will allow the City to provide bicycle routes as part of the street system	Consistent
P 15-1.2	Identify bicycle routes along major and secondary arterials in the community. Program: Bikeways - The City should	The implementation of the programs to achieve this policy is dependent the City the design of bicycle routes on the	Consistent

ID NO.	GOAL/OBJECTIVE/POLICY	CONSISTENCY DISCUSSION	CONSISTENCY DETERMINATION
	implement the proposed Bikeway Plan in the Bikeway Five Year Program and the 20-year Plan for the Van Nuys-North Sherman Oaks area, which includes the following proposed bikeways [TIMP]: Class I bike paths along Southern Pacific/Metrolink tracks, Southern Pacific Burbank/Chandler Branch right-of-way, Los Angeles River, and Tujunga Wash; and Class II bike lanes along Riverside Drive, Victory Boulevard (east of I-405), Woodley Avenue, and Woodman Avenue.	street network in not in the control of the private property owner. The Proposed Project will make the required dedications On Riverside Drive to bring this street up to the standards of the Highways and Freeways element of the General Plan. As such will allow the City to provide bicycle routes as part of the street system	
P 15-1.3	Assure that local bicycle routes are linked with the routes of neighboring areas of the City. Program: The Plan map identifies bicycle routes which link with the bicycle routes of adjacent communities.	The implementation of the programs to achieve this policy is dependent the City the design of bicycle routes on the street network in not in the control of the private property owner. The Proposed Project will make the required dedications to the adjacent streets to bring them up to the standards of the Highways and Freeways element of the General Plan. As such will allow the City to provide bicycle routes as part of the street system	Consistent
P 15-1.4	Encourage the provision of changing rooms, showers, and bicycle storage at new and existing and non-residential developments and public places. Program: Through the inclusion of this policy in the Plan text, the Plan supports the provision of bicycle storage facilities. The Plan recommends that this policy be considered by decision makers when reviewing projects requiring discretionary action.	The Proposed Project includes the provision showers, changing rooms and bike storage for employees choosing to bike to work.	Consistent
O 15-2	To promote pedestrian-oriented mobility and the utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities.	The implementation of the programs to achieve this policy is dependent the City the design of bicycle routes on the street network in not in the control of the private property owner. The Proposed Project will make the required dedications to the adjacent streets to bring them up to the standards of the Highways and Freeways element of the General Plan. As such will allow the City to provide bicycle routes as part of the street system	Consistent
P 15-2.1	Encourage the safe utilization of easements and/or right-of-way along flood control channels, public utilities, railroad right-of-way and streets wherever feasible for the use of bicycles and/or pedestrians.	The implementation of the programs to achieve this policy is dependent the City the design of bicycle routes on the street network in not in the control of the private property owner. The	Not applicable to a development of private property

ID NO.	GOAL/OBJECTIVE/POLICY	CONSISTENCY DISCUSSION	CONSISTENCY DETERMINATION
	Program: The City-wide Bicycle Plan addresses bicycle use issues. Program: Implementation of the City-wide Land Use/Transportation Policy and the City's discretionary project approval process.	Proposed Project will make the required dedications to the adjacent streets to bring them up to the standards of the Highways and Freeways element of the General Plan. As such will allow the City to provide bicycle routes as part of the street system	
P 15-2.2	Require the installation of sidewalks with all new roadway construction and significant reconstruction of existing roadways. Program: The City's Capital Improvement Program, public works construction projects, and the City's discretionary project approval process.	The project site has sidewalks on all street frontages. The Proposed Project will make 2 feet of street dedications and to repair broken sidewalk.	Not applicable to a development of private property
G 16	A sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the plan area.	The Proposed Project includes a significant reconfiguration of parking areas at the site consistent with this objective of the Community Plan. The reconfigured parking will provide better circulation through the site thus making parking more convenient.	Consistent
O 16-1	To provide parking in appropriate locations in accordance with Citywide standards and community needs.	The Proposed Project includes a significant reconfiguration of parking areas at the site consistent with this objective of the Community Plan. The parking is also being provided at a ratio of up to 4.5 spaces per 1,000 of gross leasable space. This ratio exceeds the standard 4.0 spaces for retail space but was proposed based on a site-specific parking demand analysis.	Consistent
P 16-1.1	Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials. Program: The Plan contains an Urban Design chapter which outlines guidelines for parking facilities.	The Proposed Project will consolidate ingress and egress points on Riverside Drive consistent with this policy of the Community Plan	Consistent
P 16-1.2	New parking lots and garages shall be developed in accordance with design standards. Program: The Plan contains an Urban Design Chapter which outlines guidelines for parking facilities.	The new parking garage will be designed in accordance with design standards consistent with this policy of the Community Plan.	Consistent

(5) Cumulative Impacts

As discussed above under the traffic analysis for the Proposed Project, project impacts were evaluated based on a scenario where all other related projects (through year 2012) were assumed to be in place (i.e., future conditions). Please refer to the Project Impact discussion above for an assessment of cumulative impacts.

4. MITIGATION PROGRAM

Construction

MM TRF-1: In accordance with LAMC Section 91.70067, hauling of construction materials shall be restricted to a haul route approved by the City. The City of Los Angeles will approve specific haul routes for the transport of materials to and from the site during demolition and construction. This process includes a public hearing and opportunities for the public to comment on the proposed route.

MM TRF-2: Prior to obtaining a demolition and/or grading permit, the Project Applicant shall prepare a Construction Traffic Control Plan (Construction TCP) for review and approval by the LADOT. The Construction TCP shall include the designated haul route and staging area, traffic control procedures, emergency access provisions, and construction crew parking to mitigate the traffic impact during construction. The Construction TCP will identify a designated off-site parking lot at which construction workers will be required to park.

Long-Term Operational

MM TRF-3: The Proposed Project shall comply with Section 12.26 J of the Los Angeles Municipal Code for purposes of implementing a Transportation Demand Management (TDM) plan. The following outlines the minimum measures that the project will undertake in compliance with the Code section.

- Employee Transportation Center and Transportation Coordinator. The project shall designate an area within the building to be the Transportation Center. The Employee Transportation Center shall be maintained by the center's Transportation Coordinator, who will be employed by Westfield. The Transportation Coordinator will assist employees in seeking out and arranging for commute alternatives. This includes carpool and vanpool formation, assisting employees with planning trips to work via bus, and locating bike or walking routes to work. The Employee Transportation Center shall provide a bulletin board, display case, or kiosk displaying transportation information where the greatest number of employees are likely to see it. The transportation information displayed should 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.

MM TRF-4: The Project Applicant shall seek LADOT approval to install two new traffic signals at the two new Riverside Drive driveways to facilitate vehicular movements to and from the project site.

MM TRF-5: The Project Applicant shall install a pedestrian crossing at the Riverside Drive/Matilija Avenue intersection.

MM TRF-6: In addition to the TDM measures described above that satisfy the requirements of Section 12.26 J, the Proposed Project shall voluntarily implement the following

demand management services to further reduce vehicle trips and parking demand at the site:

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

MM TRF-7: The Proposed Project applicant, in consultation with LADOT, shall fund the development and implementation of a Neighborhood Traffic Management Plan (NTMP) to address potential existing and future regional "cut-through" traffic on residential streets north of the project site, which may encompass the area generally bounded by Magnolia Boulevard to the north, Riverside Drive to the south, Hazeltine venue to the west and Woodman Avenue to the east. The following is a discussion of the sequential steps typically followed by LADOT in implementing the NTMP.

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

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

MM TRF-8: To further alleviate potential inconvenience existing in the area which lead to non-project related cut-through traffic the Proposed Project shall install protected/permissive left-turn traffic signal phasing for Hazeltine Avenue at its intersection with Riverside Drive to improve current safety and traffic flow at this intersection.

MM TRF-9: The Project Applicant will prepare and implement an Interim Traffic Control Plan (TCP) during construction. The Interim TCP shall address interim traffic staging and parking for shopping center patrons that would continue to shop at the shopping center during the construction phase. To maintain the required parking and adequate access during the construction stage, the Proposed Project will include a plan to implement a number of strategies to temporarily address parking on the site and ensure safe and functional access. These strategies are anticipated to include the use of valet parking, stacked parking, shuttles from the eastern most parking lot, and if necessary off-site parking for employees.

MM TRF-10: Prior to issuance of building permit, the Project Applicant shall contribute prorated funding for the installation of LADOT's Victory ATSAC system at the following seven intersections: (1) Van Nuys Boulevard/Riverside Drive; (2) Tyrone Avenue/Moorpark Street; (3) Hazeltine Avenue/Riverside Drive; (4) Hazeltine Avenue/Fashion Square Lane: (5) Woodman Avenue/Riverside Drive;

(6) Woodman Avenue/US 101 Westbound Ramps; and (7) Woodman Avenue/Moorpark Street.

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

5. SIGNIFICANT PROJECT IMPACTS AFTER MITIGATION

The traffic analysis evaluated potential project-related impacts at 18 intersections and two street segments. Application of the City's threshold criteria to the "With Proposed Project" scenario indicates that six of the 18 study intersections are anticipated to be significantly impacted by the Proposed Project during the weekday conditions. Incremental but not significant impacts are noted at the remaining 12 study intersections, as well as at the two local residential street segments evaluated in the analysis. During the Saturday mid-day peak hour at six study intersections located immediately adjacent to the project site, four of the seven study intersections are anticipated to be significantly impacted by the Proposed Project during the weekend conditions. Incremental but not significant impacts are noted at the remaining three study intersections. For both weekday and weekend conditions, it is recommended that the significant transportation impacts be mitigated through a contribution by the project to the City of Los Angeles' Adaptive Traffic Control System (ATCS) installation. In addition, at the Woodman Avenue/Riverside Drive intersection, it is recommended that the southbound Woodman Avenue approach to the Riverside Drive intersection be reconfigured to provide one left-turn lane, two through lanes and one optional through/right-turn lane. These recommended mitigation measures are anticipated to reduce the forecast project-related significant impacts to less than significant levels.

While not specifically required for traffic mitigation purposes, it is also recommended that, as part of the Proposed Project, two new traffics signal would be installed at the two new driveway intersections of Riverside Drive to enhance traffic safety and reduce wait times.

Parking utilization observations conducted at the site during the 2005 and 2006 holiday shopping periods revealed that the demand for parking peaked at a ratio equivalent to 4.03 parking spaces per 1,000 GLSF (observed at 4:00 P.M. on December 26). Parking provided at a reduced shared parking rate of up to 4.5 parking spaces per 1,000 GLSF is expected to be adequate to accommodate peak parking demands during the December holiday season, as well as throughout the year for the Proposed Project.