

APPENDIX M

MITIGATION MONITORING PROGRAM

MITIGATION MONITORING PROGRAM

AESTHETICS AND VISUAL RESOURCES

MM AES-1: As required by LAMC Section 12.40, the site will be required to prepare a Landscape Plan which will address replacement of removed trees.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-2: The owners shall maintain the subject property clean and free of debris and rubbish and to promptly remove any graffiti from the walls, pursuant to LAMC Sections 91.8101-F, 91.8904-1, and 91.1707-E.

Monitoring Phase: Occupancy
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-3: A minimum of one 24-inch box tree (minimum diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four new surface parking spaces.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-4: The Final Expansion Project Landscape Plan, which will be reviewed and approved by the City of Los Angeles, shall incorporate clinging vines and bamboo screening, which provide a variety of textures and colors, along exterior walls visible along the Riverside Drive and Hazeltine Avenue frontages.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-5: The Final Expansion Project Landscape Plan shall include the installation of healthy mature trees for all replacement trees and new landscaping along Riverside Drive.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-6: New project landscaping along Riverside Drive would provide an opportunity to visually activate this frontage and minimize building massing. A combination of landscape, hardscape, and building finish elements would create a vibrant urban atmosphere that offers more pedestrian-friendly linear banding and gives a fresh, updated look to the shopping center. The landscape plan would incorporate specimen accent plantings, including distinctive palms, large canopy trees, evergreens, seasonal color trees and bold median plantings. The landscape concept also incorporates various hardscape features, including the integration of street furnishings along the Riverside Drive frontage. Street furnishings, including treated wood benches and cast-in-place concrete seating with integral lighting and water features, would add to the visual interest and appeal of this frontage.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-7: Directional and security lighting will be required for safety purposes. Through a new plan, lighting can enhance safety along the Riverside Drive and Hazeltine Avenue frontages and add to the perceived security of the neighborhood in general. Lighting would be incorporated into the streetscape environment at several levels, including the use of bollards, wall reveals, seating areas, and crosswalks. The use of plaza strip lighting will afford additional security lighting but with a park-like feel and without significant light intrusion to the surrounding neighborhood. As consistent with safety concerns, the Proposed Project will incorporate low-level lighting that is directed downward and shielded to prevent spillover of light toward sensitive uses.

Monitoring Phase: Occupancy
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-8: The Riverside Drive building surfaces would be refreshed with a new graphic design treatment that would consist of small visual mosaics of color and pattern that effectively serve to visually minimize the massing of the long linear wall along the frontage. It is intended that a combination of landscaping, hardscaping and building finish elements would create a vibrant urban atmosphere that offers more pedestrian-friendly linear banding and gives a fresh, updated look to the shopping center.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-9: All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan, including an automatic irrigation plan, prepared by a licensed landscape architect to the satisfaction of the Planning Department.

Monitoring Phase: Occupancy
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-10: The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb and landscaping.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MM AES-11: Outdoor lighting shall be designed and installed with shielding, so that the light sources for the Proposed Project are shielded from spillover to adjacent residential properties.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of City Planning

MITIGATION MONITORING PROGRAM

AIR QUALITY

MM AQ-1: The Proposed Project will comply with applicable CARB regulations and standards. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county levels.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-2: The Proposed Project will comply with applicable SCAQMD regulations and standards. The SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards in the district. Programs that were developed include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-3: The Proposed Project will be designed to reduce exposure of sensitive receptors to excessive levels of air quality. The Proposed Project is designed and will be built and operated in a manner consistent with the requirements to achieve Leadership in Energy and Environmental Design (LEED) certification from the United States Green Building Council.¹ LEED is a green building rating system that was designed to guide and distinguish high-performance commercial projects. LEED promotes a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. The Proposed Project will implement a variety of design and operational features to achieve LEED certification. As a result, the Proposed Project would be proactive in reducing GHG emissions. Examples of design

¹ U.S. Green Building Council (USGBC). 2008. *LEED for New Construction v2.2 Registered Project Checklist*. 19 May 2008 <<http://www.usgbc.org/DisplayPage.aspx?CMSPageID=220#v2.2>>.

features to be implemented for the Proposed Project in order to achieve LEED certification include, but are not limited to, the following or their equivalent:

- A construction activity pollution prevention program.
- Encouraging the use of mass transit.
- Providing transportation amenities, such as alternative fueling stations, carpool/vanpool programs, bicycle racks, and showering/changing facilities.
- Implementing a stormwater management plan that reduces impervious cover, promotes infiltration, and captures and treats the stormwater runoff from 90 percent of the average annual rainfall using acceptable best management practices.
- Adopting site lighting criteria to maintain safe light levels while avoiding off-site lighting and night sky pollution, minimizing site lighting where possible, and reducing light pollution.
- Providing tenants with a description of the sustainable design and construction features incorporated in the core and shell project.
- Using high-efficiency irrigation technology or reducing potable water consumption for irrigation by 50 percent by using a combination of plant species factor, irrigation efficiency, use of captured rainwater, use of recycled wastewater, and use of water treated and conveyed by public agency specifically for non-potable uses.
- Employing strategies that, in aggregate, use 20 percent less water than the water use baseline calculated for the building (not including irrigation) after meeting the Energy Policy Act of 1992 fixture performance requirements.
- Designing the building envelope and building system to maximize energy performance.
- Selecting refrigerants that reduce ozone depletion while minimizing direct contributions to global warming.
- Implementing a construction waste management plan that identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or commingled. The waste management plan would include recycling and/or salvaging at least 50 percent of non-hazardous construction and demolition debris.
- Using materials with recycled content such that the sum of post-consumer recycled content plus one-half of the pre-consumer content constitutes at least ten percent of the total value of the materials in the project.
- Using a minimum of ten percent of the total materials value on building materials or products extracted, harvested, or recovered and manufactured within 500 miles of the project site.

- Adopting an indoor air quality management plan to protect the HVAC system during construction, control pollutant sources, and interrupt contamination pathways.
- Specifying low-volatile organic compounds paints and coatings in construction documents.
- Designing the building with the capability for occupant controls for airflow, temperature and ventilation. Strategies will include underfloor HVAC systems with individual diffusers, displacement ventilation systems with control devices, and ventilation walls and mullions.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-4: The Proposed Project would install carbon monoxide and airflow measurement equipment that would transfer the information to the HVAC system and/or Building Automation System to trigger corrective action, if applicable, and/or use the measurement equipment to trigger alarms that inform building operators or occupants of a possible deficiency in outdoor air delivery. Installation of such a system in areas where carbon monoxide concentrations may escalate (such as in the vicinity of loading docks or valet parking drop-offs) would improve both indoor and localized “hotspot” air quality.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-5: The Proposed Project would provide bicycle racks at a ratio of 2% of the total number of parking spaces on-site, as well as lockers, changing rooms and showers inside the shopping center. A minimum of 20 additional bicycle spaces (in racks) would be provided at multiple locations through out the site. Four showers (two per each gender) would be provided in a dedicated shower facility area. Lockers would be provided in conjunction with the shower facilities.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-6: The Proposed Project would provide a shuttle service connecting the site to a nearby Orange Line station (e.g., Van Nuys Boulevard). This service could be provided by either the provision of a private shuttle or the funding of extended hours for the existing Los Angeles Department of Transportation (LADOT) DASH line. The Orange Line shuttle would complement existing transit services (i.e., the LADOT DASH service) such that the shuttle would operate during hours when other public transit services connecting the site to the Orange Line are not available (e.g., during weekdays evenings and general weekend hours). The

shuttle would operate during regular shopping center hours corresponding with periods of peak parking demand at the site and peak holiday season demand (i.e., everyday during the holiday shopping period between November 15 and January 1, and every Saturday/Sunday throughout the year).

Monitoring Phase: Occupancy
Monitoring Agency: LADOT
Enforcement Agency: South Coast Air Quality Management District

MM AQ-7: During construction activity, water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-8: During construction activity, track-out shall not extend 25 feet or more from any active construction operations, and track-out shall be removed at the conclusion of each workday.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-9: During construction activity, a wheel washing system shall be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-10: All haul trucks hauling soil, sand, and other loose materials shall maintain at least six inches of freeboard in accordance with California Vehicle Code Section 23114, and such trucks shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety, Department of Public Works-Bureau of Street Services
Enforcement Agency: Department of Building and Safety, Department of Public Works-Bureau of Street Services.

MM AQ-11: During construction activity, traffic speeds on unpaved roads shall be limited to 15 miles per hour.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District.

MM AQ-12: During construction activity, operations on unpaved surfaces shall be suspended when winds exceed 25 miles per hour.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-13: Heavy equipment operations shall be suspended during first and second stage smog alerts.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-14: On-site stock piles of debris, dirt, or rusty materials shall be covered or watered at least twice per day.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-15 Heavy-duty equipment shall be equipped with a diesel oxidation catalyst capable of reducing NO_x emissions by 40 percent.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-16 Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-17 Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-18 Heavy-duty construction shall be prohibited from idling in excess of five minutes, both on- and off-site, to be consistent with State law.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-19 Construction parking shall be configured to minimize traffic interference.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MM AQ-20 Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours, as feasible.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: South Coast Air Quality Management District

MITIGATION MONITORING PROGRAM

GEOLOGY AND SOILS

MM GEO-1: Design and construction of the project shall conform to the Uniform Building Code seismic standards as approved by the Department of Building and Safety.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-2: All grading and earthwork shall be performed in accordance with the Grading Ordinances of the City of Los Angeles and the applicable portions of the General Earthwork Specifications in an approved Geotechnical Report.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-3: All earthwork and construction shall be completed in accordance with mitigation as defined in Public Resources Code Section 2693(c) to ensure that issues of potential liquefaction are addressed.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-4: To address potential soil settlement, all new building construction shall be supported on deep foundations. Design values for drilled piles shall be consistent with the recommendations of the approved Geotechnical Report.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-5: To address potential stability concerns due to buried structures, such as footings, septic systems, backfilled excavations, and utility lines. Any buried structures should be properly removed and the resulting excavations backfilled with engineered fill. Any other buried structures encountered during construction should be removed and backfilled in accordance with the recommendations of the Soils Engineer. The site should be inspected for possible buried fill material, using heavy excavating equipment. If loose fill material is encountered, excavations should extend to native ground. The

exposed native subgrade should be scarified to a minimum of 6 inches, moisture-conditioned as necessary, and recompact to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. Limits of recompact should extend 5 feet beyond structural elements. Prior to fill placement, a qualified geotechnical engineer shall inspect the bottom of the excavation to verify no additional excavation will be required.

Any buried structures or loosely backfilled excavations encountered during construction should be properly removed and the resulting excavations backfilled with engineered fill. Excavations, depressions, or soft and pliant areas extending below planned finished subgrade levels should be cleaned to firm, undisturbed soil and backfilled with engineered fill. In general, any septic tanks, debris pits, cesspools, or similar structures should be entirely removed. Concrete footings should be removed to an equivalent depth of at least 3 feet below proposed footing elevations or as recommended by the Soils Engineer. Any other buried structures should be removed in accordance with the recommendations of the Soils Engineer. The resulting excavations should be backfilled with engineered fill.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-6: Any fill material encountered within proposed pavement areas shall be removed and/or recompact. The fill material shall be moisture-conditioned to near optimum moisture and compacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. At a minimum it is recommended that the upper 12 inches of subgrade soil be moisture-conditioned to at or above optimum moisture and recompact to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-7: To minimize the potential soil movement, the upper 24 inches of soil within the building slab and exterior flatwork areas shall be replaced with "non-expansive" soils (with $EI < 20$).

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-8: To minimize seismic-induced settlements, foundations shallower than 30 feet shall be designed to tolerate seismic settlements of one-half inch total and one-quarter inch differential over a distance of 50 feet.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-9: To address cohesionless sandy soil conditions, shoring or sloping back trench sidewalls shall be required within these loose cohesionless soils.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-10: If groundwater is encountered during the course of earthwork at the project site and subgrade soils appear to become saturated, "pump," or not respond to densification techniques, remedial measures as prescribed by a qualified geotechnical engineer shall be employed. Groundwater remedial measures include: discing and aerating the soil during dry weather; mixing the soil with dryer materials; removing and replacing the soil with an approved fill material; or mixing the soil with an approved lime or cement product.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-11: General site clearing shall include removal of vegetation and existing utilities; structures; including foundations basement walls and floors; existing stockpiled soil; trees and associated root systems; rubble; rubbish; and any loose and/or saturated materials. Site stripping shall extend to a minimum depth of 2 to 4 inches, or until all organics in excess of 3 percent by volume are removed. Deeper stripping may be required in localized areas. These materials will not be suitable for reuse as engineered fill, however, stripped topsoil may be stockpiled and reused in landscape or non-structural areas.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-12: The upper 24 inches of soil within proposed building and exterior flatwork areas shall consist of non-expansive engineered fill. The intent is to support the proposed slab-on-grade and exterior flatwork areas with 24 inches of non-expansive fill. The non-expansive fill material should be a well-graded silty sand or sandy silt soil. A clean sand or very sandy soil is not acceptable for this purpose. A sandy soil will allow the surface water to drain into the

expansive clayey soils below, which may result in soil swelling. Imported fill should be approved by the Soils Engineer prior to placement. The fill shall be placed as specified as engineered fill.

The organic-free, on-site, upper soils are predominately silty sand and sandy silt with various amount of clay. Some of these soils may be suitable for reuse as non-expansive engineered fill, provided they are cleansed of excessive organics and debris. The soils with Expansion Index greater than 20 shall not be used within the upper 24 inches of the building pad and exterior flatwork areas.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-13: Within the proposed pavement areas, the upper 12 inches of subgrade soil shall be moisture-conditioned to near optimum moisture and recompacted to a minimum of 90 percent of maximum density based on ASTM D1557 Test Method.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-14: The upper soils, during wet winter months, may become very moist due to the absorptive characteristics of the soil. Earthwork operations performed during winter months may encounter very moist unstable soils, which may require removal to grade a stable building foundation. Project site winterization consisting of placement of aggregate base and protecting exposed soils during the construction phase shall be performed.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-15: A qualified geotechnical engineer shall be present during all site clearing and grading operations to test and observe earthwork construction, as acceptance of earthwork construction is dependent upon compaction and stability of the material. The Soils Engineer shall reject any material that does not meet compaction and stability requirements.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-16: The preferred materials specified for engineered fill are suitable for most applications with the exception of exposure to erosion. Project site winterization and protection of exposed soils during the construction phase shall be the sole responsibility of the contractor, since he has complete control of the project site at that time. Imported non-expansive fill shall consist of a well-graded, slightly cohesive, fine silty sand or sandy silt soil, with relatively impervious characteristics when compacted. This material shall be approved by the Soils Engineer prior to use and shall typically possess the following characteristics:

Fill soils shall be placed in lifts approximately 6 inches thick, moisture-conditioned as necessary, and compacted to achieve at least 90 percent of maximum density as determined by ASTM D1577 Test Method. Additional lifts shall not be placed if the previous lift did not meet the required dry density or if soil conditions are not stable.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-17: All excavations shall comply with the current OSHA requirements. All cuts greater than 3 feet in depth should be sloped or shored. Temporary excavations should be sloped at 1:1 (horizontal to vertical) or flatter, up to a maximum depth of 10 feet. Heavy construction equipment, building materials, excavated soil, and vehicular traffic should not be allowed within five feet of the top (edge) of the excavation.

Where sloped excavations are not feasible due to site constraints, excavations shall require shoring. The design of the temporary shoring shall take into account lateral pressures exerted by the adjacent soil, and, where anticipated, surcharge loads due to adjacent buildings and any construction equipment or traffic expected to operate alongside the excavation.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-18: To maintain the desired support for existing or new foundations, new utility trenches shall be located such that the base of the trench excavation is located above an imaginary plane having an inclination of 1.0 horizontal to 1.0 vertical, extending downward from the bottom edge of the adjacent footing. Utility trenches shall be excavated according to accepted engineering practices following OSHA standards by a contractor experienced in such work. The responsibility for the safety of open trenches should be borne by the contractor. Traffic and vibration adjacent to trench walls should be kept to a minimum; cyclic wetting and drying of excavation side slopes should be

avoided. Depending upon the location and depth of some utility trenches, groundwater flow into open excavations could be experienced, especially during or shortly following periods of precipitation.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-19: With the exception of specific requirements of the local utility companies or building department, pipe bedding and shading shall consist of clean medium-grained sand. The sand shall be placed in a damp state and should be compacted by mechanical means prior to the placement of backfill soils. Above the pipe zone, underground utility trenches shall be backfilled with either free-draining sand, on-site soil or approved imported soil. The trench backfill shall be compacted to at least 90 percent relative compaction.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-20: Concrete slab-on-grade floors shall be underlain by a water vapor retarder. The water vapor retarder shall be installed in accordance with ASTM Specification E 1643-98. In addition, utility trenches within the structure shall be compacted to minimize the transmission of moisture through the utility trench backfill.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-21: Positive drainage shall be established away from the structure and shall be maintained throughout the life of the structure. Ponding of water shall not be allowed adjacent to the structure. Over-irrigation within landscaped areas adjacent to the structure shall not be performed.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM GEO-22: Retaining walls shall be constructed according to the recommendations of the approved Geotechnical Report.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MITIGATION MONITORING PROGRAM

HAZARDOUS MATERIALS AND MAN-MADE HAZARDS

Mitigation Measures identified in Section IV: Environmental Impact Analysis: E-Water Resources, will serve to reduce or eliminate potential environmental concerns related to hazardous materials and man-made hazards. In addition, the following Mitigation Measures are recommended:

MM HAZ-1: The Proposed Project shall comply with SCAQMD Rule 1403 regulating the removal of ACMs from on-site buildings.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM HAZ-2: The Proposed Project shall comply with Construction Safety Orders 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations as well as other applicable federal, state and local rules and regulations.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM HAZ-3: Prior to the issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant that no ACMs are present in the portion of the building to be demolished. If ACMs are found to be present, the applicant shall abate such ACMs in compliance with the South Coast Air Quality Management District's Rule 1403 as well as other applicable federal, state and local rules and regulations.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and safety

MM HAZ-4: Prior to the issuance of the demolition permit, the applicant shall provide a letter to the Department of Building and Safety from a qualified lead-paint abatement consultant that no lead-based paint is present in the portion of the building to be demolished. If lead-based paint is found to be present, it shall be abated in compliance with Construction Safety Orders 1532.1(pertaining to lead) from Title 8 of the California Code of Regulations as well as other applicable federal, state and local rules and regulations.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM HAZ-5: Prior to issuance of the Certificate of Occupancy the applicant shall provide a letter from the Fire Department stating that the LAFD has permitted the facility's use, storage and creation of hazardous wastes.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM HAZ-6: All 55-gallon drums on site shall be stored in secondary containment to prevent any accidental spills or leaks.

Monitoring Phase: Construction, Occupancy
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM HAZ-7: Hazardous materials generated, as a result of routine maintenance of equipment shall be disposed of in accordance with legal disposal procedures.

Monitoring Phase: Construction, Occupancy
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of building and Safety

MITIGATION MONITORING PROGRAM

WATER RESOURCES: HYDROLOGY/WATER QUALITY

MM WR-1: The Proposed Project will comply with provisions of the City of Los Angeles Development Best Management Practices Handbook, Part A Construction Activities (3rd Edition), adopted by the Los Angeles Board of Public Works on September 29, 2004, and associated ordinances, which have specific minimum BMP requirements for all construction activities and require that construction projects with one acre or greater of disturbed soil prepare a SWPPP and file a NOI to comply with the State NPDES General Construction Permit with the SWRCB.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Public Works
Enforcement Agency: Department of Public Works

MM WR-2: The Proposed Project will comply with City of Los Angeles Ordinance No. 172,176 and Ordinance No. 173,494, which specify Stormwater and Urban Runoff Pollution Control requiring the application of Best Management Practices (BMPs), and the LAMC, Chapter IX, Division 70, which addresses grading, excavations, and fills. The Proposed Project will meet the applicable requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board (LARWQCB), including the sections related to commercial development and the restaurant industry. The following LARWQCB list of stormwater pollution control measures for commercial and restaurant development is required:

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

- Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rates for developments where the increased peak stormwater discharge rate will result in increased potential for downstream erosion.
- Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
- Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.

- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Reduce impervious surface area by using permeable pavement materials where appropriate, including: pervious concrete/asphalt; unit pavers, i.e. turf block; and granular materials, i.e. crushed aggregates, cobbles.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Preserve riparian areas and wetlands.
- Cover loading dock areas or design drainage to minimize run-on and run-off of stormwater.
- Direct connections to storm drains from depressed loading docks (truck wells) are prohibited.
- Repair/maintenance bays must be indoors or designed in such a way that doesn't allow stormwater run-on or contact with storm water run-off.
- Vehicle/equipment wash areas must be self-contained and/or covered, equipped with a clarifier, or other pretreatment facility, and properly connected to the sanitary sewer.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- The following activities are to be conducted under proper cover with drain routed to the sanitary sewer:
 - Storage of industrial wastes
 - Handling or storage of hazardous wastes
 - Metal fabrication or pre-cast concrete fabrication
 - Welding, cutting or assembly
 - Painting, coating or finishing
- Reduce impervious surface area by using permeable pavement materials where appropriate including pervious concrete, unit pavers, and granular materials.
- Store above ground liquid storage tanks (drums and dumpsters) in areas with impervious surfaces in order to contain leaks and spills. Install a secondary containment system such as berms, dikes, liners, vaults, and double-wall tanks. Where used oil or dangerous waste is stored, a dead-end sump should be installed in the drain.
- Toxic wastes must be discarded at a licensed regulated disposal site. Store trash dumpsters either under cover and with drains routed to the sanitary sewer or use non-leaking and water-tight dumpsters with lids. Use drip pans or absorbent materials whenever grease containers are emptied. Wash containers in an area with properly connected sanitary sewer.
- Reduce and recycle wastes, including paper, glass, aluminum, oil and grease.
- Reduce the use of hazardous materials and waste by using detergent-based or water-based cleaning systems, and avoid chlorinated compounds, petroleum distillates, phenols, and formaldehyde.
- Convey runoff safely from the tops of slopes and stabilize disturbed slopes.
- Utilize natural drainage systems to the maximum extent practicable.
- Control or reduce or eliminate flow to natural drainage systems to the maximum extent practicable.
- Stabilize permanent channel crossings.

- Protect slopes and channels and reduce run-off velocities by complying with Chapter IX, Division 70 of the Los Angeles Municipal Code and utilizing vegetation (grass, shrubs, vines, ground covers, and trees) to provide long-term stabilization of soil.
- Cleaning of vehicles and equipment to be performed within designated covered or bermed wash area paved with Portland concrete, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connect sanitary sewer with a CPI type oil/water separator. The separator unit must be designed to handle the quantity of flows, removed for cleaning on a regular basis (at least twice a year) to remove any solids, and the oil absorbent pads must be replaced regularly, once in fall just before the wet season, and in accordance with manufacturer specifications.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as "NO DUMPING - DRAINS TO THE OCEAN") and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be:
 - Placed in an enclosure such as, but not limited to, a cabinet, shed or similar stormwater conveyance system; or
 - Protected by secondary containment structures such as berms, dikes or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General Form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturers instructions.
- Cut and fill slopes in designated hillside areas shall be planted and irrigated to prevent erosion, reduce run-off velocities and to provide long-term stabilization of soil. Plant materials include grass, shrubs, vines, ground covers and trees.
- Incorporate appropriate erosion control and drainage devices such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by LAMC Section 91.7013. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing rock outlet protection. Rock outlet protection is a physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe outlet. Inspect, repair, and maintain the outlet protection after each significant rain.
- Trash container areas must have drainage from adjoining roofs and pavement diverted around the area(s).
- Trash container areas must be screened or walled to prevent off-site transport of trash.
- Reduce impervious land coverage of parking lot areas.
- Infiltrate runoff before it reaches the storm drain system.

- Runoff must be treated prior to release into the storm drain. Three types of treatments are available: (1) dynamic flow separator; (2) filtration; or (3) infiltration. Dynamic flow separators uses hydrodynamic force to remove debris, and oil and grease, and are located underground. Filtration involves catch basins with filter inserts. Filter inserts must be inspected every six months and after major storms, cleaned at least twice a year. Infiltration methods are typically constructed on-site and are determined by various factors such as soil types and groundwater table.
- Prescriptive methods detailing BMPs specific to this project category are available. Applicants are encouraged to incorporate the prescriptive methods into the design plans. These prescriptive methods can be obtained at the Public Counter or downloaded from the City's website at: <http://www.lastormwater.org>.

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

- Project applicants are required to implement stormwater BMPs to retain or treat the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rates for developments where the increased peak stormwater discharge rate will result in increased potential for downstream erosion.
- Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
- Limit clearing and grading of native vegetation at the project site to the minimum needed to build lots, allow access, and provide fire protection.
- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Preserve riparian areas and wetlands.
- Incorporate appropriate erosion control and drainage devices such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by LAMC Section 91.7013. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing rock outlet protection. Rock outlet protection is a physical device composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe outlet. Inspect, repair, and maintain the outlet protection after each significant rain.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- Cleaning of oily vents and equipment to be performed within designated covered area, sloped for wash water collection, and with a pretreatment facility for wash water before discharging to properly connected sanitary sewer with a CPI type oil/water separator. The separator unit must be: designed to handle the quantity of flows; removed for cleaning on a regular basis to remove any solids; and the oil absorbent pads must be replaced regularly according to manufacturer's specifications.

- Store trash dumpsters either under cover and with drains routed to the sanitary sewer or use non-leaking and water tight dumpsters with lids. Wash containers in an area with properly connected sanitary sewer.
- Reduce and recycle wastes, including paper, glass, aluminum, oil and grease.
- Store liquid storage tanks (drums and dumpsters) in designated paved areas with impervious surfaces in order to contain leaks and spills. Install a secondary containment system such as berms, curbs, or dikes. Use drip pans or absorbent materials whenever grease containers are emptied.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as "NO DUMPING - DRAINS TO THE OCEAN") and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be:
 - Placed in an enclosure such as, but not limited to, a cabinet, shed or similar stormwater conveyance system; or
 - Protected by secondary containment structures such as berms, dikes or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General Form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturers instructions.
- Prescriptive methods detailing BMPs specific to this project category are available. Applicants are encouraged to incorporate the prescriptive methods into the design plans. These prescriptive methods can be obtained at the Public Counter or downloaded from the City's website at: www.lastormwater.org.

Monitoring Phase:	Pre-construction
Monitoring Agency:	Department of Public Works
Enforcement Agency:	Department of Public Works

MM WR-3: The Proposed Project will adopt an erosion and sediment control plan for the project site during the construction phase that would employ strategies such as temporary and permanent seeding, mulching, earth dikes, silt fencing, sediment traps and sediment basins. The erosion and sediment control plan will be reviewed and approved by Department of Building & Safety to insure it complies with U.S. Environmental Protection Agency (EPA) Document No. EPA 832/R-92-005 (September 1992), Storm Water Management for Construction Activities, Chapter 3 (or the local agency equivalent erosion and sedimentation control standards and codes) and would address soil loss, stormwater runoff, wind

erosion, sedimentation, and fugitive dust at a minimum. The erosion and sediment control plan would contribute to minimizing water quality impacts and may indirectly minimize aesthetic effects during the construction phase.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Public Works
Enforcement Agency: Department of Public Works

MM WR-4: In accordance with the SUSMP requirements, the Proposed Project shall meet (or exceed) all minimum site design and source control BMPs.

Monitoring Phase: Pre-Construction
Monitoring Agency: Department of Public Works
Enforcement Agency: Department of Public Works

MM WR-5: The Proposed Project shall incorporate treatment control BMPs that will minimize urban runoff and associated impacts to receiving water quality and specifically address the identified pollutants of concern. Acceptable BMP alternatives that may be implemented with the Proposed Project include: (1) vegetated treatment BMPs, (2) onsite storage and reuse, (3) permeable paving, (4) roof top BMPs, and (5) media filters.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Public Works
Enforcement Agency: Department of Public Works

MM WR-6: The Proposed Project shall incorporate vegetated treatment BMPs, including swales, filter strips, bioretention and planter boxes and appropriate and approved by the City.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Public Works
Enforcement Agency: Department of Public Works

MM WR-7: The Proposed Project shall incorporate permeable (porous) pavement material in pavement areas (such as roadways, driveways, parking areas, and walkways), such that the pavement materials will allow water to drain down to the underlying soil and reduce the volume of wet weather urban runoff. The Proposed Project shall incorporate a mix of porous concrete, pervious asphalt, pervious pavers, grass/gravel pavers, and crushed stone, into the landscape plan and design of surface parking areas as functionally appropriate.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Public Works
Enforcement Agency: Department of Public Works

MM WR-8: The Proposed Project shall employ rooftop BMPs for filtering and/or capturing stormwater in order to contribute toward the reduction of small storm events peaks and the overall runoff volume via inter-event evaporation and transpiration. Acceptable rooftop BMPs incorporated into the project design include planters and landscaping on the rooftop portion of the new parking structures, and hanging planters along the parking buildings and along the Riverside Drive mall elevation.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Public Works
Enforcement Agency: Department of Public Works

MM WR-9: The Proposed Project shall employ media filtration to separate and filter fine particulates and associated pollutants from captured stormwater to the extent feasible and as approved by the City.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Public Works
Enforcement Agency: Department of Public Works

MITIGATION MONITORING PROGRAM

WATER RESOURCES: WATER SUPPLY

No mitigation measures are required. Compliance with Title 20 (Public Utilities and Energy) and Title 24 (Building Standards Code) of the California Code of Regulations is already a required standard condition under applicable regulations and will ensure that the Proposed Project incorporates standard water conservation practices.

MITIGATION MONITORING PROGRAM

LAND USE, PLANNING AND URBAN DECAY

With the incorporation of the assumed Project Design Features and Standard Conditions of Approval, the Proposed Project would not result in any significant land use compatibility or land use plan consistency impacts. To ensure the Proposed Project is consistent with these assumptions, the follow mitigation measures are recommended:

MM LU-1: The Proposed Project must obtain the appropriate approvals, including zone change, variances and conditional use permits, prior to commencing project development. Attainment of such approvals shall in turn ensure that the Proposed Project is in full compliance with local codes, procedures and regulations.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-2: The Proposed Project shall comply with the draft RIO and/or adopted RIO in effect at the time of project approval.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-3: In accordance with the SUSMP requirements, the Proposed Project shall meet (or exceed) all minimum site design and source control BMPs.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-4: The Proposed Project shall adopt an erosion and sediment control plan for the project site during the construction phase that would employ strategies such as temporary and permanent seeding, mulching, earth dikes, silt fencing, sediment traps and sediment basins. The erosion and sediment control plan shall comply with U.S. Environmental Protection Agency (EPA) Document No. EPA 832/R-92-005 (September 1992), Storm Water Management for Construction Activities, Chapter 3 (or the local agency equivalent erosion and sedimentation control standards and codes) and shall address soil loss, stormwater runoff, wind erosion, sedimentation, and fugitive dust at a minimum. The erosion and sediment control plan shall contribute to minimizing water quality impacts and may indirectly minimize aesthetic effects during the construction phase.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-5: Consistent with California laws, the Proposed Project shall prohibit smoking in the shopping center buildings, public areas, or exterior areas within 25 feet from entries, outdoor air intakes and operable windows, unless such areas are specifically designated and properly ventilated as a dedicated “smoking area”.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-6: The Proposed Project shall include the provision of a new community room to be made available to the surrounding Sherman Oaks community and to offset a potential increase demand on recreational facilities for community meeting space needs.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-7: The Proposed Project shall provide new landscaping treatment along the Hazeltine Avenue, Riverside Drive and Woodman Avenue frontages that would enhance the visual interest along these road way corridors and the shopping center perimeter through the addition of a sophisticated landscape treatment that includes color, depth, volume and variety.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-8: The Proposed Project shall provide funds for the implementation of a Neighborhood Protection Program (NPP) that focuses on the prevention of “cut through” traffic in the residential neighborhoods north of the project site (across Riverside Drive). The NPP would seek to maintain the quality of the residential area through traffic control and traffic calming measures.

Monitoring Phase: Occupancy
Monitoring Agency: Neighborhood Protection Program
Enforcement Agency: Neighborhood Protection Program

MM LU-9: The Proposed Project shall provide an improved pedestrian crossing at the proposed Riverside Drive/Matilija Avenue intersection, a landscape-enhanced pedestrian corridor along Riverside Drive, and more efficient and safer site driveway entrances that will serve to strengthen community linkages to surrounding uses and support non-motorized vehicle travel options.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-10: The Proposed Project Landscape Plan shall incorporate wall-hugging vines and bamboo screening as CPTED strategies which function as graffiti deterrents, minimization of hidden spaces, and creation of more open area for natural surveillance.

Monitoring Phase: Pre-Construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-11 The Proposed Project shall incorporate building access points that would improve public access and circulation throughout the mall and minimize walking distances from remote parking areas, thereby improving public safety (through natural access control, natural surveillance and territorial reinforcement features) and pedestrian activity (through improved convenience and accessibility).

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-12: The Proposed Project shall incorporate treatment control BMPs that will minimize urban runoff and associated impacts to receiving water quality and specifically address the identified pollutants of concern. Many BMP alternatives can be easily integrated into planned landscaping, right-of-ways, and planned infrastructure. BMP alternatives that would be implemented with the Proposed Project include: (1) vegetated treatment BMPs, (2) onsite storage and reuse, (3) permeable paving, (4) roof top BMPs, and (5) media filters.

Monitoring Phase: Pre-construction, Construction, Occupancy
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-13: The Proposed Project shall incorporate a number of vegetated treatment BMPs, including swales, filter strips, bioretention and planter boxes. When properly designed and maintained, vegetated BMPs are among the most effective, cost efficient treatment approaches for dry and wet-weather runoff. Treatment occurs through sedimentation, filtration, adsorption to organic matter, and vegetative

uptake. Additionally, vegetated treatment systems would reduce runoff volumes through soil soaking, infiltration, and evapotranspiration. On-site implementation of these systems would be integrated into surface conveyances and on-site landscaping in innovative ways that provide dual-functional site amenities.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-14: The Proposed Project shall incorporate permeable (porous) pavement material in pavement areas (such as roadways, driveways, parking areas, and walkways). The permeable (porous) pavement materials would allow water to drain down to the underlying soil and reduce the volume of wet weather urban runoff. The Proposed Project would incorporate a mix of porous concrete, pervious asphalt, pervious pavers, grass/gravel pavers, and crushed stone, into the landscape plan and design of surface parking areas as functionally appropriate.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-15: The Proposed Project shall employ rooftop BMPs for filtering and/or capturing stormwater in order to contribute toward the reduction of small storm events peaks and the overall runoff volume via inter-event evaporation and transpiration. Rooftop BMPs incorporated into the project design include planters and landscaping on the rooftop portion of the new parking structures, and hanging planters along the parking building tiers and along the Riverside Drive mall elevation.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-16: The Proposed Project shall employ media filtration to separate and filter fine particulates and associated pollutants from captured stormwater.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-17: The Proposed Project shall provide bicycle racks at a ratio of 2% of the total number of parking spaces on-site, as well as lockers, changing rooms and showers inside the shopping center. A minimum of 20 additional bicycle spaces (in racks) would be provided at multiple locations through out the site. Four showers (two per each gender) would be provided in a dedicated shower facility area. Lockers would be provided in conjunction with the shower facilities.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Building and Safety

MM LU-18: The Proposed Project shall designate an area for recyclable collection and storage that is appropriately sized and located in a convenient area to serve mall tenants. As appropriate, the Fashion Square Mall Association shall implement the use of cardboard balers, aluminum can crushers, recycling chutes and other waste management technologies to further enhance and manage a recycling program at the shopping center.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MM LU-19: The Proposed Project shall install carbon monoxide and airflow measurement equipment that would transfer the information to the HVAC system and/or Building Automation System to trigger corrective action, if applicable, and/or use the measurement equipment to trigger alarms that inform building operators or occupants of a possible deficiency in outdoor air delivery. Installation of such a system in areas where carbon monoxide concentrations may escalate (such as in the vicinity of loading docks or valet parking drop-offs) would improve both indoor and localized “hotspot” air quality.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of City Planning
Enforcement Agency: Department of Building and Safety

MITIGATION MONITORING PROGRAM

NOISE

MM N-1: The City of Los Angeles Noise Ordinance has established policies and regulations concerning the generation and control of noise that could adversely affect its citizens and noise sensitive land uses. Regarding construction, the LAMC indicates that no construction or repair work shall be performed between the hours of 9:00 P.M. and 7:00 A.M. the following day, since such activities would generate loud noises and disturb persons occupying sleeping quarters in any adjacent dwelling, hotel, apartment or other place of residence.² No person, other than an individual home owner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind or perform such work within 500 feet of land so occupied before 8:00 A.M. or after 6:00 P.M. on any Saturday or on a federal holiday, or at any time on any Sunday.

The LAMC also specifies the maximum noise level of powered equipment or powered hand tools.³ Any powered equipment or hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet is prohibited. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means the above noise limitation cannot be met despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of equipment.

Monitoring Phase:	Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	Department of Building and Safety

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

³ Chapter XI, Article 2, Section 112.05, August 8, 1996. Los Angeles, City of. 2007 (as amended). *Official City of Los Angeles Municipal Code, Sixth Edition* (LAMC). Cincinnati, OH: American Legal Publishing Corp. 6 June 2008 <http://www.amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:lmc_ca>.

MM N-2: The Proposed Project will include certain features to reduce exposure of sensitive receptors to operational noise. For example, mechanical equipment would be enclosed or located on roofs, and mechanical equipment noise would not increase ambient noise levels by more than 5 dBA at off-site locations. In addition, the new loading docks would be located behind mall structures and away from sensitive receptors. As a result, activity associated with the new loading docks would not increase ambient noise levels by 5 dBA or more at the nearest sensitive receptors (e.g. residences on Riverside Drive).

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM N-3: All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM N-4: Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM N-5: Equipment staging areas shall be located on the southern portion of the project site, as far as possible from multi-family residences on.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM N-6: During phase 2 parking structure construction and phase 3 demolition and excavation of the tunnel area, temporary sound barriers (not to exceed a maximum height of ten feet) capable of achieving sound attenuation of at least 10 dBA (e.g., sound attenuation blanket) shall be constructed, such that the line-of-sight is blocked from active construction areas to residential land uses on Riverside Drive.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM N-7: Construction workers shall be required to park at designated locations and shall be prohibited from parking on nearby residential streets.

Monitoring Phase: Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM N-8: Pile drivers shall be shrouded with acoustically absorptive shields capable of reducing noise by at least 9 dBA at all times during pile driving operations.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM N-9: Pile driving activity shall be scheduled for times that have the least impact on adjacent sensitive receptors.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM N-10: Consistent with previous Conditions of Approval, all residential units located within 2,000 feet of the construction site shall be sent a notice regarding the construction schedule of the Proposed Project. A sign, legible at a minimum distance of 50 feet, shall also be posted at the construction site. All notices and signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MM N-11: A “noise disturbance coordinator” shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs, legible at a distance of 50 feet, posted at the construction site shall list the telephone number for the disturbance coordinator.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: Department of Building and Safety

MITIGATION MONITORING PROGRAM

PUBLIC SERVICES: FIRE

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

MM PSF-1: The Proposed Project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, which is an element of the General Plan of the City of Los Angeles (CPC 19708).

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: LAFD, Department of Public Works-Bureau of Engineering, Department of Building and Safety

MM PSF-2: In accordance with the City of Los Angeles building permit review process, definitive plans and specifications shall be submitted to the Fire Department and any requirements for necessary permits shall be satisfied prior to commencement and/or occupation of any portion of the Proposed Project. Typical site plan and building permit requirements would include, but not be limited to, the following:

- All first story portions of any habitable building shall be within 300 feet of an approved fire hydrant.
- A building smoke alarm system designed to detect any smoke in the building's air-handling systems shall be installed. The system shall cause an alarm to be announced at the central fire control station.
- A fire alarm system shall be installed which uses a dependable method of sounding a fire alarm throughout the building.
- All decorative landscaping surrounding project structures shall use fire-resistant plants and materials.
- Brush in the area adjacent to proposed development shall be cleared or thinned periodically by the applicant under supervision of the LAFD.
- New fire hydrants and/or top upgrades to existing fire hydrants shall be installed in accordance with the Los Angeles Fire Code.
- Adequate public and private fire hydrants will be required. The number and location of these hydrants will be determined by the Fire Department after review of the Plot Plan.
- Access for Fire Department apparatus and personnel to and into all structures shall be required.
- At least two different ingress/egress roads for each area, that will accommodate major fire apparatus and provide for major evacuation during emergency situations shall be required.

- Fire lanes, where required, and dead-ending streets should terminate in a cul-de-sac or other approved turning area. No dead-ending street or fire lane should be greater than 700 feet in length or secondary access shall be required.
- Construction of public or private roadways in the proposed development shall not exceed 15 percent in grade, unless otherwise approved.
- No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane, unless otherwise approved.
- Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.
- Additional vehicular access may be required by the Fire Department where buildings exceed 35 feet in height.
- Private streets and entry gates will be built to City standards to the satisfaction of the City Engineer and the Fire Department.
- The Project shall utilize standard cut-corners on all turns, if applicable.
- Fire Department access shall remain clear and unobstructed during demolition.
- If applicable, fire lanes and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.
- If applicable, where access for a given development requires accommodation of Fire Department apparatus, minimum outside radius of the paved surface shall be 35 feet. An additional six feet of clear space must be maintained beyond the outside radius to a vertical point 13 feet 6 inches above the paved surface on the roadway. Where access for a given development requires accommodation of Fire Department apparatus, overhead clearance shall not be less than 14 feet.
- Where fire apparatus will be driven onto the road level surface of the subterranean parking structure, that structure shall be engineered to withstand a bearing pressure of 8,600 pounds per square foot, unless otherwise approved.

Monitoring Phase:	Pre-construction, Construction
Monitoring Agency:	Department of Building and Safety
Enforcement Agency:	LAFD, Department of Public Works-Bureau of Engineering, Department of Building and Safety

MM PSF-3: Fashion Square Lane will be reconfigured and improved to provide a minimum of two unobstructed vehicle travel lanes (one per each direction) for its entire length along the south edge of the shopping center from Hazeltine Avenue to Riverside Drive. This fire lane shall be unobstructed except for the connection from the existing west parking structure to the new mall. However, this limited area shall have a minimum vertical clearance of 17 feet.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: LAFD, Department of Public Works-Bureau of Engineering, Department of Building and Safety

MM PSF-4: New Proposed Project buildings, including parking structures, shall be fully sprinklered.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety
Enforcement Agency: LAFD, Department of Public Works-Bureau of Engineering, Department of Building and Safety

MITIGATION MONITORING PROGRAM

PUBLIC SERVICES: POLICE

MM PSP-1: All businesses within the development desiring to sell or allow consumption of alcoholic beverages will require licensing through Alcohol and Beverage Control and approval by the LAPD.

Monitoring Phase: Pre-construction
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-2: The Proposed Project Landscape Plan will incorporate wall-hugging vines and bamboo screening as CPTED strategies which function as graffiti deterrents, minimization of hidden spaces, and creation of more open area for natural surveillance.

Monitoring Phase: Pre-construction, Occupancy
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-3: The Proposed Project shall be maintained as a closed mall campus with controlled access points and operational hours.

Monitoring Phase: Occupancy
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-4: The Proposed Project shall result in the addition of more building access points that will improve public access and circulation throughout the mall and minimize walking distances from remote parking areas, thereby improving opportunities for CPTED principals that employee natural access control, natural surveillance and territorial reinforcement features.

Monitoring Phase: Pre-construction
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-5: The Proposed Project shall provide organized roving security patrol, video surveillance, and security lighting to ensure the safety and security of patrons, tenants and employees.

Monitoring Phase: Pre-construction, Occupancy
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-6: The Proposed Project includes reconfiguration of Fashion Square Lane to provide a minimum of two unobstructed vehicle travel lanes (one per each direction) through its entire length of along the south edge of the project site adjacent to proposed structures affording maximum accessibility for emergency service personnel and vehicles.

Monitoring Phase: Pre-construction
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-7: The Proposed Project shall provide sufficient off-street parking for all building employees and anticipated patrons and visitors, thereby minimizing the potential for parking conflicts on off-site locations and providing parking within a controlled environment that can be monitored by on-site patrol and surveillance operations.

Monitoring Phase: Pre-construction
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-8: Directional and security lighting will be required for safety purposes. Through a new plan, lighting can enhance safety along the Riverside Drive and Hazeltine Avenue frontages and add to the perceived security of the neighborhood in general. Lighting would be incorporated into the streetscape environment at several levels, including the use of bollards, wall reveals, seating areas, and crosswalks. The use of plaza strip lighting will afford additional security lighting but with a park-like feel and without significant light intrusion to the surrounding neighborhood.

Monitoring Phase: Pre-construction,
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-9: Incorporate into the plans the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances

in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to Design Out Crime Guidelines: Crime Prevention Through Environmental Design published by the Los Angeles Police Department's Crime Prevention Section (located at Parker Center, 150 N. Los Angeles Street, Room 818, Los Angeles, (213) 485-3134. These measures shall be approved by the Police Department prior to the issuance of building permits.

Monitoring Phase: Pre-Construction, Occupancy
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-10: Elevators, lobbies, and parking areas shall be well illuminated and designed with minimum dead space to eliminate areas of concealment.

Monitoring Phase: Pre-construction, Occupancy
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-11: The Project Applicant shall consult with the LAPD Crime Prevention Unit on any additional crime prevention features appropriate to the design of the Proposed Project, and shall incorporate such measures to the extent feasible and practical.

Monitoring Phase: Pre-construction
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MM PSP-12: Upon completion of the Proposed Project, the Fashion Square Mall Association shall provide the Van Nuys Division Commanding Officer with a diagram of each portion of the property, including access routes and additional information that might facilitate police response.

Monitoring Phase: Occupancy
Monitoring Agency: LAPD
Enforcement Agency: LAPD

MITIGATION MONITORING PROGRAM

PUBLIC UTILITIES: SOLID WASTE

MM PU-1: The Proposed Project shall comply with the Countywide Integrated Waste Management Plan and meet targeted waste stream reduction requirements as provided in the plan.

Monitoring Phase: Construction
Monitoring Agency: Department of Public Works, Integrated Solid Waste Management Office
Enforcement Agency: Department of Public Works, Integrated Solid Waste Management Office

MM PU-2: The Proposed Project shall develop and implement a construction waste management plan (CWMP) that identifies the materials to be diverted from disposal and whether the materials will be sorted on-site or commingled. A minimum of 50% of the construction and demolition debris (exclusive of excavated soils and organic debris) shall be recycled and/or salvaged. Excavated/exported soil shall be transferred off-site as clean fill rather than landfilled. Organic landclearing debris (i.e., trees to be removed) shall be processed as greenwaste. The CWMP include measures for the recycling cardboard, metal, brick, acoustical tile, concrete, plastic, clean wood, glass, gypsum wallboard, carpet and insulation and other similar materials used during the construction phase. The CWMP shall designate a specific area(s) on the construction site for segregated or commingled collection of recyclable materials, and track recycling efforts throughout the construction process. The CWMP shall identify construction haulers and recyclers to handle the designated materials. Consistent with the intent to minimize waste, the CWMP shall also establish a minimum project goal of 10% (post-consumer and ½ pre-consumer) for recycled content construction materials and identify material suppliers that can achieve this goal. During construction, the developer shall ensure that the specified recycled content materials would be installed. The CWMP shall also establish a project goal (10% minimum) for locally sourced construction materials and would identify materials and material suppliers that can achieve this goal. During construction, the developer shall ensure that the specified local materials would be installed and quantify the total percentage of local materials installed.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Public Works, Integrated Solid Waste Management Office
Enforcement Agency: Department of Public Works, Integrated Solid Waste Management Office

MM PU-3: The Proposed Project shall designate an area for recyclable collection and storage that is appropriately sized and located in a convenient area to serve mall tenants. As feasible, the Fashion Square Mall Association shall employ cardboard balers, aluminum can crushers, recycling chutes and other waste management technologies to further enhance and manage a recycling program at the shopping center.

Monitoring Phase: Pre-construction
Monitoring Agency: Department of Public Works, Integrated Solid Waste Management Office
Enforcement Agency: Department of Public Works, Integrated Solid Waste Management Office

MM PU-4: The Proposed Project shall be designed, built and operated in a manner consistent with the requirements to achieve LEED certification. The Proposed Project will implement a variety of design and operational features, including waste recycling and stream reduction programs, to achieve LEED certification.

Monitoring Phase: Pre-construction, Construction, Occupancy
Monitoring Agency: Department of Public Works, Integrated Solid Waste Management Office
Enforcement Agency: Department of Public Works, Integrated Solid Waste Management Office

MITIGATION MONITORING PROGRAM

TRAFFIC, CIRCULATION AND ACCESS

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.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: Department of Building and Safety, Department of Public Works- Bureau of Street Services
Enforcement Agency: Department of Building and Safety, Department of Public Works-Bureau of Street Services

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.

Monitoring Phase: Pre-construction
Monitoring Agency: LADOT
Enforcement Agency: LADOT

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 carpools, 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.

Monitoring Phase: Pre-construction, Construction
Monitoring Agency: LADOT
Enforcement Agency: LADOT

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.

Monitoring Phase: Pre-construction
Monitoring Agency: LADOT
Enforcement Agency: LADOT

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

Monitoring Phase: Construction
Monitoring Agency: LADOT
Enforcement Agency: LADOT

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).

Monitoring Phase: Pre-construction
Monitoring Agency: LADOT
Enforcement Agency: LADOT

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.

Monitoring Phase: Pre-construction, Occupancy
Monitoring Agency: LADOT
Enforcement Agency: LADOT

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.

Monitoring Phase: Pre-construction
Monitoring Agency: LADOT
Enforcement Agency: LADOT

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.

Monitoring Phase: Construction
Monitoring Agency: LADOT
Enforcement Agency: LADOT

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.

Monitoring Phase: Pre-construction
Monitoring Agency: DOT
Enforcement Agency: DOT

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.

Monitoring Phase: Construction
Monitoring Agency: LADOT
Enforcement Agency: LADOT

