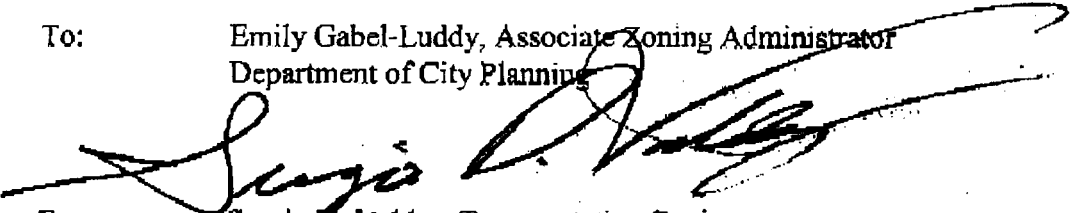


CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

19601 Nordhoff Street

SFV 02-014

Date: August 18, 2003

To: Emily Gabel-Luddy, Associate Zoning Administrator
Department of City PlanningFrom:  Sergio D. Valdez, Transportation Engineer
Department of TransportationSubject: PRELIMINARY TRAFFIC ASSESSMENT FOR THE PROPOSED KRAUSZ
PROPERTY PROJECT, 19601 NORDHOFF STREET

EIR No: EVN-2002-1230-EIR

The Department of Transportation (DOT) has completed the traffic assessment for the proposed Krausz Property project located at 19601 Nordhoff Street in the Northridge area of the City of Los Angeles. The Krausz Property project site is generally bounded by Prairie Street to the north, Nordhoff Street to the south, Shirley Avenue to the east, and Corbin Avenue to the west. The Krausz Property Project site comprises approximately 35.5 acres and is currently occupied by 340,000 square feet of building floor area used as research and development space. The existing research and development buildings will be removed as part of the proposed project.

DOT has reviewed the Traffic Impact Study for the Krausz Property Project prepared by Linscott, Law and Greenspan, Engineers, dated September 6, 2002, as well as the Revised Traffic Impact Study, dated June 6, 2003. After careful review of the pertinent data and the Traffic Impact Study prepared, DOT has determined that the Traffic Impact Study adequately describes the transportation impacts associated with the Krausz Property project.

DOT has concluded that all potentially significant traffic impacts can be mitigated to less than significant levels with the adoption of the mitigation measures described in this traffic assessment.

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DISCUSSION

PROJECT DESCRIPTION

Pursuant to the request of the City of Los Angeles Department of Planning staff, the two parcels of land located on the north side of Prairie Street between Corbin Avenue and Shirley Avenue were also included as part of the traffic impact analysis of the proposed project (designated as the "Add Areas"). The Add Areas are not under the Applicant's control. The additional two parcels of land, which comprise approximately eight acres, are currently occupied by 132,665 square feet of light industrial space, 49,920 square feet of manufacturing space, 97,554 square feet of storage facility space, a tennis club with seven tennis courts, and a 0.93 acre multi-purpose recreation facility with a skate park and soccer field. Therefore, the traffic analysis has been separated into two phases of development with the Krausz Property Only phase consisting of the development of the contiguous 35.5 acre property, and Full Build-Out which includes both the Krausz Property and the two additional parcels, for a total of 43.5 acres.

It should be noted that the Krausz Property includes 5.5 acres of land approved for the development of a Homeplace Retirement facility, which consists of senior housing with 336 dwelling units, nursing home with 100 beds, and an assisted living facility with 50 dwelling units. The entitled Homeplace Retirement facility will be located on the northwest corner of the project site, near the intersection of Prairie Street and Corbin Avenue. Because the proposed project consists of a change in zoning for the Krausz Property, the Homeplace Retirement facility project is assumed as part of each development alternative.

The project involves the Zone change on the project site to C2-1 and a Plan Amendment to Community Commercial. A specific development program for the Krausz Property and the Add Areas is not known at this time. However, for assessment and planning purposes, eight potential development scenarios have been identified to demonstrate the range of development options.

The proposed Krausz Property Only project includes four alternative project developments on the block bounded by Prairie Street, Nordhoff Street, Shirley Avenue and Corbin Avenue. The proposed Full Build-Out project includes four alternative project developments on the Krausz Property plus the Add Areas located north of Prairie Street. The Alternative A project consists of retail use, the Alternative B project consists of office use, the Alternative C project consists of a mixed

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development with residential and retail uses, and the Alternative D project also consists of a mixed development with residential and office use. Development of the proposed alternative projects is planned to be completed by year 2005. The eight potential development scenarios (i.e., four Krausz Property Only and four Full Build-Out alternative projects) are discussed in the following paragraphs.

	Krausz Property Only Project	Full Build-Out Project
Development Scenario	Development Description	Development Description
Alternative A	340,000 SF Shopping Center	540,000 SF Shopping Center
Alternative B	930,000 SF Office	1,516,000 SF Office
Alternative C	250,000 SF Shopping Center 300 DU Condominium	400,000 SF Shopping Center 400 DU Condominium
Alternative D	690,000 SF Office 300 DU Condominium	1,125,000 SF Office 400 DU Condominium

TRIP GENERATION

Traffic volumes expected to be generated by the proposed alternative projects during the AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the Institute of Transportation Engineers= (ITE) Trip Generation manual, 6th Edition, 1997. The trip generation forecasts for the Krausz Property Only project Alternatives A, B, C, and D are summarized in the attached Tables 2A, 2B, 2C, and 2D. The trip generation forecasts for the Full Build-Out project Alternatives A, B, C, and D are summarized in the attached Tables 3A, 3B, 3C, and 3D.

The project trip generation forecast includes a trip generation credit for the existing uses on the project site. The trip generation forecasts also reflect appropriate pass-by trip reductions according

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to DOT policy on pass-by trips and are consistent with recommended practice in Chapter 5 of the ITE Trip Generation Handbook, March, 2001. The pass-by trip reductions were not applied in the analysis of study intersections adjacent to the project site. In addition, a 10% internal capture reduction was applied to the forecast residential use traffic volumes based on the anticipated internal site interaction between the office or retail uses and the residential use. The internal capture reduction was applied to the trip generation forecast for the residential component of the Krausz Property Only and Full Build-Out Alternative C and D projects.

Krausz Property Only Alternative A Project

The proposed Krausz Property Only Alternative A project consists of the development of a shopping center with up to 340,000 gross square feet of building floor area, and the Homeplace Retirement facility to be located on the northwest corner of the project site. As shown in Table 2A, the proposed project is expected to generate a net reduction of 87 vehicle trips (140 fewer inbound and 53 outbound) during the AM peak hour. During the PM peak hour, the proposed project is expected to generate 821 net new vehicle trips (519 inbound and 303 outbound). Over a 24-hour period, the proposed project is forecast to generate 10,714 net new daily trip ends during a typical weekday (5,357 inbound and 5,357 outbound trips).

Krausz Property Only Alternative B Project

The proposed Krausz Property Only Alternative B project consists of the development of office use with up to 930,000 gross square feet of building floor area, and the Homeplace Retirement facility located on the northwest corner of the project site. As shown in Table 2B, the proposed project is expected to generate a total of 750 net new vehicle trips (668 inbound and 82 outbound) during the AM peak hour. During the PM peak hour, the proposed project is expected to generate 817 net new vehicle trips (169 inbound and 648 outbound). Over a 24-hour period, the proposed project is forecast to generate 6,094 net new daily trip ends during a typical weekday (3,047 inbound and 3,047 outbound trips).

Krausz Property Only Alternative C Project

The proposed Krausz Property Only Alternative C project consists of the development of a mixed-use development of a shopping center with up to 250,000 gross square feet of building floor area, residential condominiums with up to 300 dwelling units, and the Homeplace Retirement facility to be located on the northwest corner of the project site. As shown in Table 2C, the proposed project is expected to generate a net reduction of 21 vehicle trips (149 fewer inbound and 127 outbound)

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during the AM peak hour. During the PM peak hour, the proposed project is expected to generate 752 net new vehicle trips (511 inbound and 240 outbound). Over a 24-hour period, the proposed project is forecast to generate 10,056 net new daily trip ends during a typical weekday (5,028 inbound and 5,028 outbound trips).

Krausz Property Only Alternative D Project

The proposed Krausz Property Only Alternative D project consists of the development of a mixed-use development of office use with up to 690,000 gross square feet of building floor area, residential condominiums with up to 300 dwelling units, and the Homeplace Retirement facility to be located on the northwest corner of the project site. As shown in Table 2D, the proposed project is expected to generate a total of 627 net new vehicle trips (482 inbound and 145 outbound) during the AM peak hour. During the PM peak hour, the proposed project is expected to generate 685 net new vehicle trips (215 inbound and 471 outbound). Over a 24-hour period, the proposed project is forecast to generate 6,076 net new daily trip ends during a typical weekday (3,038 inbound and 3,038 outbound trips).

Full Build-Out Alternative A Project

The proposed Full Build-Out Alternative A project at full-build out consists of the development of a shopping center with up to 540,000 gross square feet of building floor area, and the Homeplace Retirement facility to be located on the northwest corner of the Krausz Property site. As shown in Table 3A, the proposed project is expected to generate a net reduction of 188 vehicle trips (239 fewer inbound and 51 outbound) during the AM peak hour. During the PM peak hour, the proposed project is expected to generate 1,000 net new vehicle trips (654 inbound and 346 outbound). Over a 24-hour period, the proposed project is forecast to generate 13,136 net new daily trip ends during a typical weekday (6,568 inbound and 6,568 outbound trips).

Full Build-Out Alternative B Project

The proposed Full Build-Out Alternative B project at full-build out consists of the development of office use with up to 1,516,000 gross square feet of building floor area, and the Homeplace Retirement facility located on the northwest corner of the Krausz Property site. As shown in Table 3B, the proposed project is expected to generate a total of 1,091 net new vehicle trips (981 inbound and 110 outbound) during the AM peak hour. During the PM peak hour, the proposed project is expected to generate 1,249 net new vehicle trips (222 inbound and 1,027 outbound). Over a 24-hour period, the proposed project is forecast to generate 7,716 net new daily trip ends during a typical

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weekday (3,858 inbound and 3,858 outbound trips).

Full Build-Out Alternative C Project

The proposed Full Build-Out Alternative C project at full-build out consists of the development of a mixed-use development of a shopping center with up to 400,000 gross square feet of building floor area, residential condominiums with up to 400 dwelling units, and the Homeplace Retirement facility to be located on the northwest corner of the Krausz Property site. As shown in Table 3C, the proposed project is expected to generate a net reduction of 107 vehicle trips (251 fewer inbound and 143 outbound) during the AM peak hour. During the PM peak hour, the proposed project is expected to generate 898 net new vehicle trips (638 inbound and 260 outbound). Over a 24-hour period, the proposed project is forecast to generate 12,210 net new daily trip ends during a typical weekday (6,105 inbound and 6,105 outbound trips).

Full Build-Out Alternative D Project

The proposed Full Build-Out Alternative D project at full-build out consists of the development of a mixed-use development of office use with up to 1,125,000 gross square feet of building floor area, residential condominiums with 400 dwelling units, and the Homeplace Retirement facility to be located on the northwest corner of the Krausz Property site. As shown in Table 3D, the proposed project is expected to generate a total of 884 net new vehicle trips (700 inbound and 184 outbound) during the AM peak hour. During the PM peak hour, the proposed project is expected to generate 986 net new vehicle trips (264 inbound and 722 outbound). Over a 24-hour period, the proposed project is forecast to generate 7,428 net new daily trip ends during a typical weekday (3,714 inbound and 3,714 outbound trips).

SIGNIFICANT IMPACTS/MITIGATION MEASURES

It has been determined that the development scenarios evaluated in the traffic analysis will have significant traffic impacts as follows:

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Development Scenario	Krausz Property Only Project	Full Build-Out Project
	# of Significantly Impacted Intersections	# of Significantly Impacted Intersections
Alternative A	13	18
Alternative B	19	24
Alternative C	13	14
Alternative D	13	20

Summaries of the Krausz Property Only project v/c ratios, LOS values and significant impacts for the study intersections during the AM and PM peak hours are shown in the attached Tables 7A, 7B, 7C, and 7D for Alternatives A, B, C, and D, respectively. Summaries of the Full Build-Out project v/c ratios, LOS values and significant impacts for the study intersections during the AM and PM peak hours are shown in the attached Tables 8A, 8B, 8C, and 8D for Alternatives A, B, C, and D, respectively.

Four types of improvement measures are proposed [physical improvement measures, redistribution of regional through traffic due to the Mason Avenue Extension project, Automated Traffic Surveillance and Control/Adaptive Traffic Control System (ATSAC/ATCS) and transportation demand management measures] are proposed at the significantly impacted study intersections. The recommended measures are anticipated to reduce the project-related impacts anticipated for each impacted intersection to less than significant levels.

A. Mason Avenue Extension Project

The recommended mitigation consists of providing a fair-share contribution to DOT for the design and construction of the Mason Avenue Extension project. Mason Avenue is a non-contiguous north-south secondary highway in the project vicinity located between De Soto Avenue and Winnetka Avenue. Currently, Mason Avenue extends from Victory Boulevard to the south to the Porter Ranch Project area north of the SR-118 Freeway, however, it does not provide access across the Union Pacific railroad tracks located between Prairie Street and Nordhoff Street. Due to the discontinuous nature of Mason Avenue, regional through traffic that would otherwise travel on Mason Avenue

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must instead use alternative parallel north-south roadways such as De Soto Avenue, Winnetka Avenue, Corbin Avenue and Tampa Avenue.

The Mason Avenue Extension project includes the design and construction of an at-grade crossing of Mason Avenue at the existing railroad tracks. When the Mason Avenue Extension project is complete, it is anticipated that traffic from other major north-south roadways (i.e., De Soto Avenue, Winnetka Avenue, Corbin Avenue, and Tampa Avenue) will shift to Mason Avenue such that the regional through traffic will become better balanced among these thoroughfares. Therefore, the mitigation measure identified for the Krausz Property project includes a redistribution of traffic from the parallel north-south roadways to Mason Avenue in conjunction with the construction of the at-grade crossing on Mason Avenue south of Prairie Street.

The City of Los Angeles prepared a mitigated negative declaration and initial study, which included a transportation component, for the Mason Avenue Extension (at-grade crossing) project. The Mason Avenue Extension project has been approved by the City of Los Angeles for installation. The mitigated negative declaration prepared for the extension project concluded that there would be no significant transportation impacts due to the Mason Avenue Extension project or due to the regional shift of traffic associated with it.

It is anticipated that construction of the at-grade crossing on Mason Avenue south of Prairie Street will result in a shift of regional through traffic onto Mason Avenue (which is currently relatively under-utilized) from other parallel north-south thoroughfares such as De Soto Avenue, Winnetka Avenue, Corbin Avenue and Tampa Avenue. The prepared mitigated negative declaration and initial study prepared by City of Los Angeles for the Mason Avenue Extension (at-grade crossing) project expects that with the Mason Avenue Extension project, some regional traffic volumes along the major north-south corridors will shift to Mason Avenue and achieve a more balanced traffic flow. Based on a review of traffic volumes along the major north-south corridors, as well as their proximity to Mason Avenue, the traffic volume shifts to Mason Avenue were forecast.

The shifts in regional traffic anticipated with the Mason Avenue Extension project have been applied at the study intersections to the traffic analysis condition with implementation of project mitigation measures. The shifts were applied to both AM and PM peak hours at all study intersections along the affected corridors.

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DOT has determined that this project's fair-share contribution to the Mason Avenue Extension Project shall be \$500,000.00. Payment of the project's fair-share contribution shall be either in cash or the posting of a letter of credit and shall be due prior to the issuance of the first building permit for new development on the project site.

Secondary Impacts on Mason Avenue

Pursuant to the direction of DOT, a review of intersections along Mason Avenue with implementation of the Mason Avenue Extension project was required. This analysis was intended to identify secondary, project related impacts, to intersections along Mason Avenue. Primary impacts are considered those resulting from the regional redistribution of traffic after the completion of the Mason Avenue Extension construction. Primary impacts to transportation were determined to be less than significant by the Mitigated Negative Declaration (MND) prepared by the Bureau of Engineering and approved by the City Council on December 18, 2001 (CF 01-2602). Secondary impacts are considered those specific to the proposed Krausz Property project, assuming prior completion of the Mason Avenue Extension project. In order to determine the secondary impacts on Mason Avenue associated with the Krausz Property project, intersection operations in the With Project conditions were compared to intersection operations in the Without Project condition, including the regional traffic volume shifts associated with completion of the Mason Avenue Extension project.

Summaries of the Krausz Property Only project v/c ratios and LOS values for the Mason Avenue study intersections during the AM and PM peak hours are shown in Tables 9A, 9B, 9C, and 9D for Alternatives A, B, C, and D, respectively. Summaries of the Full Build-Out project v/c ratios and LOS values for the Mason Avenue study intersections during the AM and PM peak hours are shown in Tables 10A, 10B, 10C, 10D for Alternatives A, B, C, and D, respectively.

As shown in the attached tables, development of the Krausz Property Only project (Alternatives A, B, C and D) and the Full Build-Out project (Alternatives A, B, C and D) do not result in significant secondary impacts to study intersections along Mason Avenue. Therefore, no additional improvement measures along Mason Avenue are required.

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B. Physical Improvement Measures

Several physical improvement measures are available to mitigate transportation impacts expected from the construction and occupancy of the proposed project. A summary of the recommended physical improvement measures is provided in the following paragraphs. DOT is in the process of reviewing and approving the striping and widening mitigation plans. If any of these proposed mitigation measures are found by LADOT not acceptable the applicant shall submit revised mitigations measures and plans for approval to LADOT at least a month prior to end of the comment period of the DEIR.

The required physical street improvements, including all necessary dedications, widening and signal installation, shall be guaranteed before the issuance of any building permit through the B-permit process of the Bureau of Engineering, Department of Public Works. Prior to setting the bond amount for the B-permit, the Bureau of Engineering shall require the developer's engineer to contact DOT's B-permit Coordinator at 213.580.5322 to arrange a pre-design meeting and finalize the design for the required transportation improvements. These improvements must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and the Bureau of Engineering.

Corbin Avenue Between Nordhoff Street/Nordhoff Place and Plummer Street (Intersection Nos. 15, 16, and 17)

The recommended mitigation for Corbin Avenue between Nordhoff Street/Nordhoff Place and Plummer Street consists of the following measures:

1. Dedicate up to two feet on Corbin Avenue along the Krausz Property frontage (i.e., from Prairie Street to Nordhoff Street) to provide a minimum 45-foot half roadway right-of-way in compliance with the City's standard for Secondary Highways.
2. Widen the east curb of Corbin Avenue between Nordhoff Street/Nordhoff Place and Prairie Street by three feet along the Krausz Property frontage. The three foot widening will yield a 40-foot half roadway on the flare section of Corbin Avenue north of Nordhoff Street, and a 35-foot half roadway northerly thereof, in compliance with the City's standard for Secondary Highways.

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3. Modify the striping on the northbound Corbin Avenue approach to the Nordhoff Street/Nordhoff Place intersection to provide one left-turn lane, two through lanes, and one optional through/right-turn lane.
4. Modify the striping on Corbin Avenue between Nordhoff Street/Nordhoff Place and Plummer Street to provide three northbound through lanes and two southbound through lanes, plus a center lane designated for left-turns. At the Plummer Street intersection, the northbound Corbin Avenue curb lane will be designated as a right-turn lane (thereby providing one left-turn lane, two through lanes, and one right-turn lane at the northbound Corbin Avenue approach to the Plummer Street intersection).

Shirley Avenue and Plummer Street (Int. No. 22):

The recommended mitigation consists of a signal modification to provide left-turn protected-permissive phasing on the westbound Plummer Street approach. The signal modification would also include a northbound right-turn overlapping phase to accommodate the high northbound right-turn volume from Shirley Avenue onto eastbound Plummer Street. In addition, the northbound Shirley Avenue approach would be re-stripped to provide one optional left-turn/through lane and one right-turn only lane.

Reseda Boulevard and Plummer Street (Int. No. 36):

The recommended mitigation at this location consists of re-stripping the southbound Reseda Boulevard approach at the intersection to provide a southbound right-turn only lane. This measure may require removal of approximately three to four on-street parking spaces (approximately 100 feet) along the west side of Reseda Boulevard, north of Plummer Street adjacent to an existing commercial use that provides off-street parking. If this mitigation measure is found to be unacceptable because of the loss of parking, an alternate mitigation measure shall be submitted. ATSA/ATCS may also be required for this intersection.

C. Transportation Demand Management Measures

The project shall comply with Ordinance No. 168,700 which requires the implementation of a Transportation Demand Management (TDM) plan for new development in excess of 25,000 square feet. The TDM plan will include actions to be taken by the project applicant aimed at encouraging use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling, and changes in work schedule to shift vehicle trips out of the peak travel

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periods (or eliminate them altogether). The TDM plan requirements apply to the office land use component of the Alternative B and Alternative D projects (for both the Krausz Property Only and Full Build-Out projects). The TDM plan will apply to employees only, and would not apply to residents or patrons/visitors to the project. It is estimated that a TDM plan will reduce project-related office trips by 15% as compared to development at the project site that is unmanaged.

To achieve and maintain the goal of reducing the vehicular trips during the peak hours associated with the Project's office component, the TDM plan shall include, but not be limited to the following:

- Preferential parking for carpools and vanpools.
- Reduced parking costs for carpools and vanpools.
- Bicycle facilities.
- Video-conference facilities for site employers.
- On-site employee services such as cafeterias, banks or child care.
- Conveniently located loading and unloading areas for high occupancy vehicles(HOV). Transit passenger amenities, such as benches or shelters on-site.
- Ridesharing vans for employees.
- Adjusted employee work hours, such as flexible work hours or staggered work hours.
- Providing a system of shuttles to and from the nearest multi-modal transit center (i.e., a rail station).
- Educational programs, kiosks and/or materials on ridesharing/transit services for employees.
- Fare subsidies and other financial incentives to ridesharers.
- On-site sale of transit passes.
- Electric vehicle charging facilities.
- Building and site design elements which facilitate employee ridesharing efforts.

TDM Plan Submittal Requirements

Prior to the issuance of any building, grading or foundation permit for an office project within the site, the project applicant shall submit a preliminary TDM plan to DOT for review. DOT shall review and approve the preliminary TDM plan. The preliminary TDM plan should include the following elements:

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- Identification of measures of effectiveness such as limitations on the number of trips generated by the project at the office driveways. For example under Full Build-Out of Alternative B, the office trip generation would not exceed 1,511 PM peak hour trips (85% of 1,778 PM peak hour trips forecast in the traffic study for 1,516,000 square feet of office floor area). Similarly under Full Build-Out of Alternative D, the office trip generation would not exceed 1,140 PM peak hour trips (85% of 1,341 PM peak hour trips forecast in the traffic study for 1,125,000 square feet of office floor area).
- Building and site design elements that facilitate employee vehicle trip reduction efforts (i.e., bicycle facilities, direct pedestrian access, and preferential parking for carpools/vanpools).
- Specific measures that will be performed by the building owner in providing ridesharing services and information to employees.
- Financial and non-financial trip reduction incentives that the building owner will provide to employees.

Methods to be used by the building owner to encourage the cooperation of

- tenants within the project to comply with the TDM measures.
- Identification of mechanism for penalty assessment due to non-compliance with the requirements of the TDM program to the satisfaction of LADOT.

Prior to the issuance of any temporary or permanent certificate of occupancy for an office-related project, a final TDM plan shall be submitted for review and approval by DOT. The final TDM plan shall address any modifications or recommendations provided by DOT regarding the preliminary TDM plan.

Annual TDM Status Reports

The building owner shall prepare an annual report which consolidates the status of all TDM program activity for the project and monitors compliance with the goals of the TDM plan. The first annual status reports on the TDM program shall be submitted to DOT beginning one year after the issuance

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of the project's first certificate of occupancy. The annual status reports shall include results of the site trip generation counts, site improvements, etc., in a manner acceptable to DOT. The building owner can discontinue the preparation and submittal of the annual status reports after submitting five consecutive reports (i.e., five consecutive years) demonstrating compliance with the TDM program.

TDM Plan Enforcement

No building permit, change of use permit, conditional use permit or certificate of occupancy shall be issued for any development that has not complied with the requirements of the TDM Mitigation Measure. Non-compliance with the requirements of the TDM plan may include any of the following, pursuant to a written determination letter by the DOT General Manager: failure to submit a TDM plan in conformance with the requirements; failure to implement an approved TDM plan; or failure to address modifications recommended to a preliminary TDM plan after consultation with DOT.

Failure to submit a required annual status report within 120 calendar days of the anniversary date of the issuance of a project's certificate of occupancy, shall constitute non-compliance with the TDM requirements. If a building owner fails to submit a required TDM plan annual status report, DOT may issue a notice of non-compliance.

In the event that the TDM plan's goals and targets are not met, DOT shall provide written notification to the building owner. When written notification of failure to meet the TDM plan's goals is received from DOT, the building owner shall submit a revised TDM plan to DOT. The revised TDM plan shall incorporate those measures necessary for the property owners to comply with the goals by the next TDM annual status report period or by a date agreed upon by the property owner and DOT. DOT shall review and approve the revised TDM plan.

The project shall comply with Ordinance No. 168,700 which requires the implementation of a Transportation Demand Management (TDM) plan for new development in excess of 25,000 square feet. The TDM plan will include actions taken by the project to encourage use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling, and changes in work schedule to move trips out of the peak travel periods (or eliminate them altogether). The TDM plan will apply to employees only, and would not apply to residents or patrons/visitors to the project. The TDM plan shall be submitted to LADOT to insure that the 15% trip reduction credit, that is proposed to be used as a mitigation measure on the office portion of the project is fully

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realized or appropriate penalties shall be implemented.

D. ATSAC/ATCS Measures

ATSAC/ATCS mitigation consists of funding the design and installation of DOT's Automated Traffic Surveillance and Control System (ATSAC)/Adaptive Traffic Control System (ATCS) at the impacted intersection. ATSAC /ATCS is a computerized traffic signal synchronization system that devotes more green time to those traffic movements with heavy volumes, thus increasing the capacity of the intersection. ATSAC/ATCS improvement shall be guaranteed through a cash payment, in full to the Los Angeles Department of Transportation prior to the issuance of any building permit. The current estimate per intersection of and ATSAC /ATCS System is \$100,000. The cost of ATSAC /ATCS improvements is reviewed and adjusted periodically. The actual cost may change depending on when payment is made. The following locations are intersections that may use ATSAC /ATCS for mitigation:

1. Tampa Avenue and Nordhoff Street
2. Reseda Boulevard and Plummer Street
3. Shirley Avenue and Plummer Street
4. Tampa Avenue and Plummer Street

SUMMARY OF MITIGATION MEASURES

Krausz Property Only Alternative A Project

The proposed Krausz Property Only Alternative A project is anticipated to result in a significant transportation impact according to the City's impact criteria at 13 of the 39 study intersections. The following provides an overview of the proposed mitigation measures to reduce the impacts to a less than significant level.

Intersection No. 8: Winnetka Avenue and Nordhoff Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 9: Winnetka Avenue and Parthenia Street

The recommended mitigation consists of providing a fair-share funding to DOT for the

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design and construction of the Mason Avenue Extension project.

Intersection No. 13: Corbin Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project

Intersection No. 14: Corbin Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 15: Corbin Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. In addition, the Corbin Avenue physical improvement will further reduce the v/c ratios forecast at the study intersection and mitigate the forecasted significant transportation impact.

Intersection No. 16: Corbin Avenue and Prairie Street

The recommended mitigation includes providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of the dedication and widening on the east side of Corbin Avenue and along the project frontage to provide three northbound through lanes.

Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street

The recommended mitigation includes providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of a modification to the striping on the northbound Corbin Avenue approach to the Nordhoff Street/Nordhoff Place intersection to provide one left-turn lane, two through lanes, and one optional through/right-turn lane.

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Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 19: Corbin Avenue and Parthenia Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 20: Corbin Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 30: Tampa Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 31: Tampa Avenue and Nordhoff Street

The recommended mitigation includes providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Reseda Boulevard and Plummer Street (Int. No. 36):

The recommended mitigation at this location consists of re-striping the southbound Reseda Boulevard approach at the intersection to provide a southbound right-turn only lane. This measure may require removal of approximately three to four on-street parking spaces (approximately 100 feet) along the west side of Reseda Boulevard, north of Plummer Street adjacent to an existing commercial use that provides off-street parking. If this mitigation measure is found to be unacceptable because of the loss of parking, an alternate mitigation measure shall be submitted. ATSAC/ATCS may also be required for this intersection.

Full Build-Out Alternative A Project

The proposed Full Build-Out Alternative A project is anticipated to result in a significant transportation impact according to the City's impact criteria at 18 of the 39 study intersections. In addition to the mitigation measures proposed for the Krausz Property Only Alternative A

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development scenario, Full Build-Out Alternative A Project (i.e., with development of the Add Areas) requires the following proposed mitigation measures to reduce the impacts to a less than significant level.

Intersection No. 1: De Soto Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 10: Winnetka Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 22: Shirley Avenue and Plummer Street

The recommended mitigation consists of a signal modification to provide left-turn protected-permissive phasing on the westbound Plummer Street approach and a northbound right-turn overlapping phase. In addition, the northbound Shirley Avenue approach would be re-stripped to provide one optional left-turn/through lane and one right-turn only lane.

Intersection No. 28: Tampa Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 29: Tampa Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Reseda Boulevard and Plummer Street (Int. No. 36):

The recommended mitigation at this location consists of re-stripping the southbound Reseda Boulevard approach at the intersection to provide a southbound right-turn only lane. This measure may require removal of approximately three to four on-street parking spaces (approximately 100 feet) along the west side of Reseda Boulevard, north of Plummer Street adjacent to an existing commercial use that provides off-street parking. If this mitigation measure is found to be unacceptable because of the loss of parking, an alternate mitigation measure shall be submitted. ATSA/ATCS may also be required for this intersection.

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Krausz Property Only Alternative B Project

The proposed Krausz Property Only Alternative B project is anticipated to result in a significant transportation impact according to the City's impact criteria at 19 of the 39 study intersections. The following provides an overview of the proposed mitigation measures to reduce the impacts to a less than significant level.

Intersection No. 1: De Soto Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 7: Winnetka Avenue and Prairie Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 8: Winnetka Avenue and Nordhoff Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 13: Corbin Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 14: Corbin Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 15: Corbin Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. The Corbin Avenue physical improvement will further reduce the v/c ratios forecast at the study intersection.

Intersection No. 16: Corbin Avenue and Prairie Street

The recommended mitigation includes providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue

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Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of the dedication and widening on the east side of Corbin Avenue and along the project frontage to provide three northbound through lanes.

Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street

The recommended mitigation includes providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of a modification to the striping on the northbound Corbin Avenue approach to the Nordhoff Street/Nordhoff Place intersection to provide one left-turn lane, two through lanes, and one optional through/right-turn lane.

Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 19: Corbin Avenue and Parthenia Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 20: Corbin Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 22: Shirley Avenue and Plummer Street

The recommended mitigation consists of a signal modification to provide left-turn protected-permissive phasing on the westbound Plummer Street approach and a northbound right-turn overlapping phase. In addition, the northbound Shirley Avenue approach would be re-stripped to provide one optional left-turn/through lane and one right-turn only lane.

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Intersection No. 25: Tampa Avenue and SR-118 WB Ramps

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 28: Tampa Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 29: Tampa Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 30: Tampa Avenue and Plummer Street

The recommended mitigation includes providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of providing a TDM plan. TDM measures will further reduce the v/c ratios forecast at the study intersection and mitigate the forecasted significant transportation impact.

Intersection No. 31: Tampa Avenue and Nordhoff Street

The recommended mitigation includes providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of installation of AT&SAC/ATCS.

Intersection No. 32: Tampa Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Reseda Boulevard and Plummer Street (Int. No. 36):

The recommended mitigation at this location consists of re-striping the southbound Reseda Boulevard approach at the intersection to provide a southbound right-turn only lane. This

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measure may require removal of approximately three to four on-street parking spaces (approximately 100 feet) along the west side of Reseda Boulevard, north of Plummer Street adjacent to an existing commercial use that provides off-street parking. If this mitigation measure is found to be unacceptable because of the loss of parking, an alternate mitigation measure shall be submitted. ATSA/ATCS may also be required for this intersection.

Full Build-Out Alternative B Project

The proposed Full Build-Out Alternative B project is anticipated to result in a significant transportation impact according to the City's impact criteria at 24 of the 39 study intersections. In addition to the mitigation measures proposed for the Krausz Property Only Alternative B development scenario, Full Build-Out Alternative B Project (i.e., with development of the Add Areas) requires the following proposed mitigation measures to reduce the impacts to a less than significant level.

Intersection No. 3: De Soto Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 6: Winnetka Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 10: Winnetka Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 14: Corbin Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of providing a TDM plan. TDM measures will further reduce the v/c ratios forecast at the study intersection and mitigate the forecasted significant transportation impact

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Intersection No. 15: Corbin Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However, the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impact during the morning peak hour at this intersection. Therefore, mitigation for this intersection would also consist of TDM measures. The TDM measures will further reduce the v/c ratios forecast at the study intersection to mitigate the forecasted significant transportation impacts. The Corbin Avenue physical improvement will further reduce the v/c ratios forecast at the study intersection to mitigate the forecasted significant transportation impact.

Intersection No. 16: Corbin Avenue and Prairie Street

The recommended mitigation includes providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of the dedication and widening on the east side of Corbin Avenue and along the project frontage to provide three northbound through lanes. Mitigation for this intersection would also consist of providing a TDM plan. TDM measures will further reduce the v/c ratios forecast at the study intersection and mitigate the forecasted significant transportation impact.

Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However, the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impact during the PM peak hour at this intersection. Therefore, mitigation for this intersection would also consist of TDM measures. The TDM measures will further reduce the v/c ratios forecast at the study intersection to mitigate the forecasted significant transportation impacts.

Intersection No. 19: Corbin Avenue and Parthenia Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However, the Mason

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Avenue Extension Project mitigation measure alone will not fully mitigate the significant impact during the AM peak hour at this intersection. Therefore, mitigation for this intersection would also consist of TDM measures. The TDM measures will further reduce the v/c ratios forecast at the study intersection to mitigate the forecasted significant transportation impacts.

Intersection No. 20: Corbin Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of providing a TDM plan. TDM measures will further reduce the v/c ratios forecast at the study intersection and mitigate the forecasted significant transportation impact.

Intersection No. 22: Shirley Avenue and Plummer Street

The recommended mitigation consists of installation of ATSAC/ATCS.

Intersection No. 25: Tampa Avenue and SR-118 WB Ramps

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of providing a TDM plan. TDM measures will further reduce the v/c ratios forecast at the study intersection and mitigate the forecasted significant transportation impact.

Intersection No. 28: Tampa Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of providing a TDM plan. TDM measures will further reduce the v/c ratios forecast at the study intersection and mitigate the forecasted significant transportation impact.

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Intersection No. 29: Tampa Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of providing a TDM plan. TDM measures will further reduce the v/c ratios forecast at the study intersection and mitigate the forecasted significant transportation impact.

Intersection No. 30: Tampa Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However, the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impact during the AM peak hour at this intersection. Therefore, mitigation for this intersection would also consist of the installation of ATSAC/ATCS.

Reseda Boulevard and Plummer Street (Int. No. 36):

The recommended mitigation at this location consists of re-striping the southbound Reseda Boulevard approach at the intersection to provide a southbound right-turn only lane. This measure may require removal of approximately three to four on-street parking spaces (approximately 100 feet) along the west side of Reseda Boulevard, north of Plummer Street adjacent to an existing commercial use that provides off-street parking. If this mitigation measure is found to be unacceptable because of the loss of parking, an alternate mitigation measure shall be submitted. ATSAC/ATCS may also be required for this intersection.

Intersection No. 37: Reseda Boulevard and Nordhoff Street

The recommended mitigation consists of providing a TDM plan. TDM measures will reduce the v/c ratios forecast at the study intersection, thus mitigating the forecasted significant transportation impact.

Intersection No. 39: Zelzah Avenue and Nordhoff Street

The recommended mitigation consists of providing a TDM plan. TDM measures will reduce the v/c ratios forecast at the study intersection, thus mitigating the forecasted significant transportation impact.

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Krausz Property Only Alternative C Project

The proposed Krausz Property Only Alternative C project is anticipated to result in a significant transportation impact according to the City's impact criteria at 13 of the 39 study intersections. The following provides an overview of the proposed mitigation measures to reduce the impacts to a less than significant level.

Intersection No. 8: Winnetka Avenue and Nordhoff Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 9: Winnetka Avenue and Parthenia Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 13: Corbin Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 14: Corbin Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 15: Corbin Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. The Corbin Avenue physical improvement will further reduce the v/c ratios forecast at the study intersection to mitigate the forecasted significant transportation impact.

Intersection No. 16: Corbin Avenue and Prairie Street

The recommended mitigation includes providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of the dedication and

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widening on the east side of Corbin Avenue and along the project frontage to provide three northbound through lanes.

Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street

The recommended mitigation includes providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of a modification to the striping on the northbound Corbin Avenue approach to the Nordhoff Street/Nordhoff Place intersection to provide one left-turn lane, two through lanes, and one optional through/right-turn lane.

Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 19: Corbin Avenue and Parthenia Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 20: Corbin Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 30: Tampa Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 31: Tampa Avenue and Nordhoff Street

The recommended mitigation includes providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

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Rcseda Boulevard and Plummer Street (Int. No. 36):

The recommended mitigation at this location consists of re-striping the southbound Reseda Boulevard approach at the intersection to provide a southbound right-turn only lane. This measure may require removal of approximately three to four on-street parking spaces (approximately 100 feet) along the west side of Rcseda Boulevard, north of Plummer Street adjacent to an existing commercial use that provides off-street parking. If this mitigation measure is found to be unacceptable because of the loss of parking, an alternate mitigation measure shall be submitted. ATSAC/ATCS may also be required for this intersection.

Full Build-Out Alternative C Project

The proposed Full Build-Out Alternative C project is anticipated to result in a significant transportation impact according to the City's impact criteria at 14 of the 39 study intersections. In addition to the mitigation measures proposed for the Krausz Property Only Alternative C development scenario, Full Build-Out Alternative C Project (i.e., with development of the Add Arcas) requires the following proposed mitigation measures to reduce the impacts to a less than significant level.

Intersection No. 10: Winnetka Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Krausz Property Only Alternative D Project

The proposed Krausz Property Only Alternative D project is anticipated to result in a significant transportation impact according to the City's impact criteria at 13 of the 39 study intersections. The following provides an overview of the proposed mitigation measures to reduce the impacts to a less than significant level.

Intersection No. 1: De Soto Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 13: Corbin Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

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Intersection No. 14: Corbin Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 15: Corbin Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. Further detail regarding the Mason Avenue Extension project mitigation measure is provided in the aforementioned Project Mitigation section. The Corbin Avenue physical improvement will further reduce the v/c ratios forecast at the study intersection to mitigate the forecasted significant transportation impact.

Intersection No. 16: Corbin Avenue and Prairie Street

The recommended mitigation includes providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of the dedication and widening on the east side of Corbin Avenue and along the project frontage to provide three northbound through lanes.

Intersection No. 17: Corbin Avenue and Nordhoff Place/Nordhoff Street

The recommended mitigation includes providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of a physical improvement measure. The physical improvement measure consists of a modification to the striping on the northbound Corbin Avenue approach to the Nordhoff Street/Nordhoff Place intersection to provide one left-turn lane, two through lanes, and one optional through/right-turn lane.

Intersection No. 18: Corbin Avenue and Nordhoff Street/Nordhoff Way

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

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Intersection No. 19: Corbin Avenue and Parthenia Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 20: Corbin Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 28: Tampa Avenue and Devonshire Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 29: Tampa Avenue and Lassen Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 30: Tampa Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 31: Tampa Avenue and Nordhoff Street

The recommended mitigation includes providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of installation of ATSAC/ATCS. Further detail regarding the Mason Avenue Extension Project and the ATSAC/ATCS mitigation measures is provided in the aforementioned Project Mitigation section.

Full Build-Out Alternative D Project

The proposed Full Build-Out Alternative D project is anticipated to result in a significant transportation impact according to the City's impact criteria at 20 of the 39 study intersections. In addition to the mitigation measures proposed for the Krausz Property Only Alternative D development scenario, Full Build-Out Alternative D Project (i.e., with development of the Add

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Areas) requires the following proposed mitigation measures to reduce the impacts to a less than significant level.

Intersection No. 7: Winnetka Avenue and Prairie Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 8: Winnetka Avenue and Nordhoff Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 10: Winnetka Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 22: Shirley Avenue and Plummer Street

The recommended mitigation consists of a signal modification to provide left-turn protected-permissive phasing on the westbound Plummer Street approach and a northbound right-turn overlapping phase. In addition, the northbound Shirley Avenue approach would be re-stripped to provide one optional left-turn/through lane and one right-turn only lane. However the physical improvement mitigation measure alone will not fully mitigate the significant impacts at this intersection. Therefore, mitigation for this intersection would also consist of providing a TDM plan. TDM measures will further reduce the v/c ratios forecast at the study intersection and mitigate the forecasted significant transportation impact.

Intersection No. 25: Tampa Avenue and SR-118 WB Ramps

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Intersection No. 30: Tampa Avenue and Plummer Street

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project. However, the Mason Avenue Extension Project mitigation measure alone will not fully mitigate the significant impact during the AM peak hour at this intersection. Therefore, mitigation for this

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intersection would also consist of the installation of ATSAC/ATCS.

Intersection No. 32: Tampa Avenue and Roscoe Boulevard

The recommended mitigation consists of providing a fair-share funding to DOT for the design and construction of the Mason Avenue Extension project.

Reseda Boulevard and Plummer Street (Int. No. 36):

The recommended mitigation at this location consists of re-striping the southbound Reseda Boulevard approach at the intersection to provide a southbound right-turn only lane. This measure may require removal of approximately three to four on-street parking spaces (approximately 100 feet) along the west side of Reseda Boulevard, north of Plummer Street adjacent to an existing commercial use that provides off-street parking. If this mitigation measure is found to be unacceptable because of the loss of parking, an alternate mitigation measure shall be submitted. ATSAC/ATCS may also be required for this intersection.

MITIGATION MEASURES SEQUENCING PLAN

Several mitigation measures are available to mitigate transportation impacts expected from the construction and occupancy of the proposed project. It is envisioned that the physical improvement measures, as well as the ATSAC/ATCS measure will be appropriately timed such that traffic impacts will not exceed the City's thresholds of significance at the study intersections. Implementation of the physical and ATSAC/ATCS improvements will depend on the amount of square footage to be constructed in each phase of development. It is envisioned that prior to the issuance of a building permit for a specific phase of development, the "triggered" improvements must be guaranteed and, moreover, prior to occupancy of each phase of development, the improvements must be completed. The point in development at which the physical improvements become necessary for each of the Krausz Property Only and Full Build-Out project alternatives is summarized in Table 11.

The proposed Mitigation Measure Sequencing Plan will be further reviewed and approved by DOT as mitigation measures are reviewed and finalized. The Sequencing Plan will ensure that the construction of off-site traffic improvements will be sufficiently coordinated with future development on the site to mitigate the Project's transportation impacts. The Sequencing Plan must set forth a logical sequence of improvements related to the amount of future development and provides a systematic approach for implementation of transportation improvements.

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Prior to the issuance of a project building permit, the project applicant will bond or provide other suitable guarantee acceptable to DOT to construct the applicable mitigation measures to the satisfaction of DOT and the City of Los Angeles Bureau of Engineering prior to issuance of a final Certificate of Occupancy for the structure for which the building permit was granted.

DOT may accept a bond or other suitable guarantee for a street improvement (in lieu of constructing the improvement) in certain situations where the improvement cannot or should not be implemented at the designated time.

TRIP EQUIVALENCY PROGRAM

A trip equivalency program will be established to provide development flexibility by permitting shifts of additional permitted floor area between certain land use categories, while maintaining the overall development envelope and corresponding requirements of the project. An equivalency table will be developed to help define a specific framework within which certain land uses can be exchanged for other land uses without increasing environmental impacts. As part of the environmental document, a total of eight development alternatives with different mixes of office, retail, and condominium land uses were analyzed. With the equivalency program, the Krausz Property ultimately may be developed with a revised range of land use mixes. Within a limited scope, there may be increases in the square footages of certain land uses in exchange for corresponding decreases in the square footages of other land uses. The equivalency program shall be designed to ensure that although the final land uses and mixes may be different from the original assumptions (i.e., the eight development alternatives), the maximum thresholds of environmental impacts that are addressed and mitigated by this or any subsequent environmental documents, are not exceeded.

In order to implement the equivalency program, a set of trip equivalency factors will have to be developed. The equivalency factor for each land use is derived based on the total PM peak hour trip generation, but shall also take into account AM trips to insure that the AM trip threshold shall not be exceeded. DOT shall work with the applicant to establish a trip equivalency table.

HIGHWAY DEDICATIONS AND IMPROVEMENTS

The applicant shall contact the Department of Transportation and the Bureau of Engineering to set up

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meeting to finalize the widening and dedication requirements.

SITE ACCESS AND INTERNAL CIRCULATION

This determination does not include approval of the project's driveways, internal circulation, and parking scheme. Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting a detailed site/driveway plan, at a scale of at least 1"=40', to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, CA 91401, as soon as possible but prior to submittal of building plans for plan check by the Department of Building and Safety.

If you have any further questions, you may contact me at 818-374-4699.

Attachments

- c: Phyllis Winger, Twelfth Council District
- Armen Hovanessian, DOT Metro Programs
- Ken Firoozmand, DOT West Valley District Office
- Tim Conger, DOT Geometric Design
- Ina Van Der Laan, DOT Signal Design
- Jim Williams, DOT ATSAC Operations
- Randall Tsurutani, BOE Valley District
- Linda Arnold, BOE Land Development
- David Shender, Linscott, Law & Greenspan, Engineers