CITY OF LOS ANGELES

HARBOR GATEWAY CENTER

ADDENDUM TO THE FINAL ENVIRONMENTAL IMPACT REPORT

EIR No. 96-0090-SUB(ZV)(CUB)(DA)

December, 1998
SCH No. 96051050

(A) The project will have one or more significant effects not discussed in the previous EIR;
(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative;
(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but project proponents decline to adopt the mitigation measure or alternative.

This addendum also fulfills the requirement set forth in the mitigation measure included in the Land Use section of the certified EIR which limits land use on-site to that delineated in the certified EIR and requires evaluation of changes in development beyond the uses analyzed for the environmental review and that the changes be evaluated as a total project, not as an individual project (Harbor Gateway Center Mitigation Monitoring Program, Measure G.3).

This addendum describes the proposed changes to the project and provides an analysis of the revised project for the environmental issue areas evaluated in the previously certified EIR for the project. As discussed in the sections which follow, the analysis demonstrates that the revised project would not result in new significant environmental effects or a substantial increase in the severity of significant effects previously identified in the certified EIR prepared for the project. Thus in accordance with State CEQA Guidelines Section 15162(a)(1) preparation of a subsequent EIR to address the proposed changes in the project would not be required.

REVISED PROJECT DESCRIPTION

The certified EIR for the previously approved project evaluated the potential environmental effects associated with the demolition of approximately 2.4 million square feet of industrial/warehouse facilities and construction of approximately 3 million square feet of retail/restaurant, industrial and office park development within two subareas on an approximately 170 acre site. Area 1, which, as addressed in the Final EIR, consisted of 40 acres fronting on 190th Street, was proposed to be developed with approximately 450,000 square feet of retail, restaurant and theater uses at a Floor Area Ratio (FAR) of 0.26:1. Area 2, consisting of the remaining approximately 130 acres of the project site, was proposed to be developed with approximately 2.5 million square feet of industrial and office park uses at an overall FAR of approximately 0.5:1.

The City's March, 1998 action approved a General Plan Amendment and zone change for 27.5 acres located at the northeast corner of the project site. Under this action, the City changed the General Plan designation for this portion of the project site from Heavy Industrial to Neighborhood Office Commercial and modified the zoning of this portion of the project site from M3-1 (Heavy Industrial) to C2-1 (Commercial). In addition, the City approved a proposed 122-room hotel (53,400 sq.ft.) to be located within this portion of the project site as a replacement for the previously approved theater uses (4,000 seats, 65,000 square feet). The previously approved total of 450,000 square feet of retail/restaurant and subsequently, hotel development was not changed. The amount of development permitted in the industrial/office park component of the project did not change as a result of the City's March, 1998 action. This component of the project remained as previously addressed in the Final EIR for the project and approved by the City (507,000 square feet of office park and 2,010,700 square feet of industrial park development).

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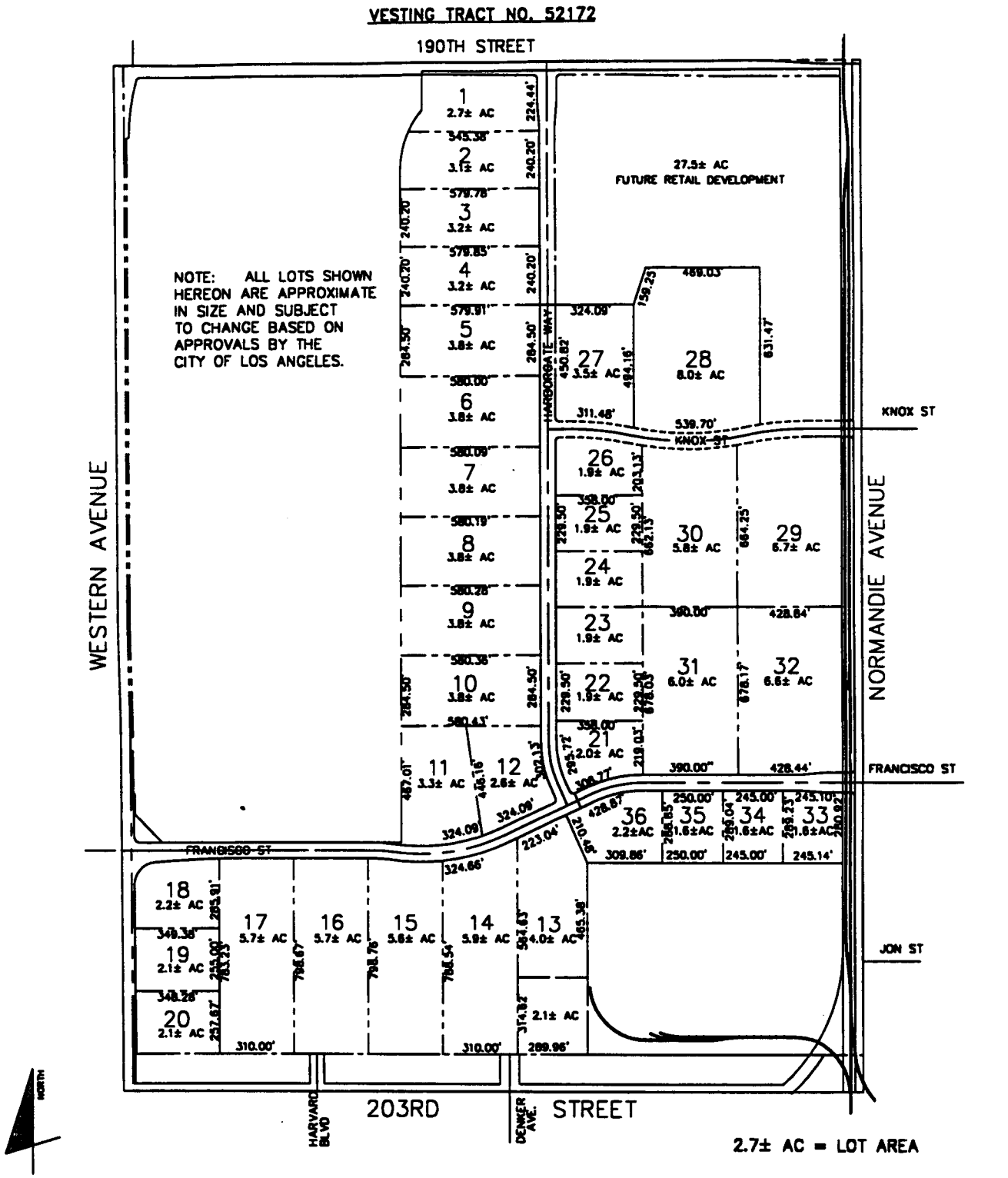
The applicant has proposed modifications to the previously approved tract map for the project site to conform the remainder of the land use plan for the project to the March, 1998 General Plan Amendment/zone change action. These modifications affect the mix of land uses on the project site, and include minor modifications to the project site plan, including reconfiguration of lots and realignment of internal roadways (hereinafter the totality of the applicant's proposed modifications shall be referred to as the revised project). The modified tract map and land use mix associated with the revised project reflect reductions in the square footage previously approved by the City for retail/restaurant and office park development, and modification of the office/industrial park portion of the project site to 142.5 acres, with an associated increase in the amount of permitted industrial park development. While total retail/restaurant development would be reduced under the revised project, FAR applicable to the retail/restaurant/hotel component of the project would be the same as under the previously approved project. Under the revised project, FAR applicable to the industrial and office park uses within the industrial/office park component of the project would be increased slightly from 0.50:1 to 0.55:1. Demolition volume would be the same under the revised project, as all existing buildings are proposed for removal under both the previously approved project and the revised project. The modified site plan will place industrial/office park uses rather than retail/restaurant uses on the portion of the site adjacent to 190th Street and west of the major north-south project roadway extending southward from 190th Street (referred to in the certified EIR as "A" Street, since renamed Harborgate Way). A comparison of the land uses approved by the City under the previous project approvals as well as the mix of land uses currently proposed by the project applicant is shown in Table 1. The revised tract map for the project as proposed by the applicant is shown in Figure 1. A traffic analysis of the revised project has been prepared and was approved by the City of Los Angeles Department of Transportation. This analysis, together with LADOT's approval thereof, is included as Appendix A to this addendum.

Table 1
Proposed Revised Land Uses
Harbor Gateway Center Project

Land Use	**Originally Approved Project Final EIR (June, 1997)**	**Hotel Project EIR Addendum (March, 1998)**	**Proposed Revised Project (November, 1998)**
Retail/Restaurant	385,000 sq.ft.	396,600 sq.ft.	257,016 sq.ft.
Theater	65,000 sq.ft. (4,000 seats)	0	0
Hotel	N/A	53,400 sq.ft. (122 rooms)	54,000 sq.ft. (122 rooms)
Industrial Park	2,010,700 sq.ft.	2,010,700 sq,ft.	2,703,012 sq.ft.
Office Park	507,000 sq.ft.	507,000 sq.ft.	441,988 sq.ft.
Total Project	**2,967,700 sq.ft.**	**2,967,700 sq.ft**	**3,456,016 sq.ft.**

Source: Boeing Realty Corporation



Source: Boeing Realty Corp/Tait & Associates Inc.

Christopher A. Joseph & Associates
environmental planning and research

Figure I
Revised Tract Map

CHANGES IN CIRCUMSTANCES UNDER WHICH THE PROJECT WOULD BE UNDERTAKEN

Since the EIR for the previously approved project was certified, two major changes have occurred on and in the immediate vicinity of the project site which would constitute changed circumstances for construction of the revised project. The first involves completion of industrial park facilities within the property immediately west of and adjacent to the project site, which is owned by another entity. At the time the Final EIR was certified, this project had been proposed for development by the adjacent property owner as a retail center. Subsequently, the land use plan for this site was changed by the adjacent property owner to incorporate warehousing and industrial uses in place of the retail center and these uses have since been constructed on this adjacent site. The traffic analysis prepared for the previously approved project reflected the use of this adjacent site as retail. The updated traffic analysis prepared for the revised project and presented in Appendix A of this document did not adjust future background traffic for changes in land uses associated with related projects, including the project which was actually constructed on the adjacent site. However, since trip generation for an industrial/warehouse facility is lower than for a retail center, the traffic analysis for the revised project would thus be conservative with respect to future background traffic. In addition, since construction of an industrial/warehouse facility on the adjacent property did not introduce any new sensitive receptors with respect to noise, air quality, light and glare or risk of upset, the conclusions presented in the certified EIR with regard to the previous project would not be affected by this change in land use on the adjacent property, as compared to the use of that property which was assumed in the Final EIR.

The second change which has occurred since the previous EIR was certified relates to demolition of existing buildings on the project site. Prior to the certification of the Final EIR, the applicant obtained demolition permits[1] and commenced demolition of existing buildings on the project site. To date, approximately 60% of the building square footage which existed on the site at the time the Notice of Preparation for the project was published has been removed. Demolition of the existing 2.4 million square feet of existing buildings was part of the project which was evaluated in the previously certified EIR. The fact that some of this demolition has now taken place would not change any of the conclusions presented in the previously certified EIR.

ENVIRONMENTAL ANALYSIS

The City has reviewed the changes in the project proposed by the applicant to ensure that none of the conditions described in Section 15162 of the State CEQA Guideline calling for preparation of a subsequent EIR would occur in conjunction with the project changes. The potential effects of the proposed project changes with respect to each of the environmental issue areas addressed in the certified EIR for the project were examined to determine whether any changes in the conclusions presented in the certified EIR would be required.

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[1] *As a ministerial action of the City, issuance of a demolition permit is not subject to CEQA review. Demolition which had occurred on the project site as of the completion of the Final EIR was reflected in that document (see Final EIR for Harbor Gateway Center, City of Los Angeles EIR No. 96-0090-SUB(ZV)(CUB)(DA), May, 1997, page 161).*

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Earth

The certified EIR concluded that no significant impacts related to grading, erosion or seismic hazards (groundshaking, liquefaction) would be expected to result from implementation of the previously approved project. The revised project would also involve grading of the project site and could result in increased earthmoving activity levels to accommodate the increased industrial park development and the overall increase in development which would occur on the project site under the revised project. Volume of earth movement under the revised project would increase to approximately 669,000 cubic yards under the proposed project, from approximately 473,300 cubic yards under the previously approved project. Although retail development would be decreased under the revised project, most of the earthmoving activity associated with the project involves import of fill material to construct building pads. With the increase in industrial park lots and associated industrial park development, the volume of soil imported to the site would also increase from approximately 421,100 cubic yards to approximately 597,000 cubic yards. As with the previously approved project, no distinct or prominent geologic or physical features would be affected by the revised project as no such features presently exist on the project site. The revised project would involve excavations of similar depth as the previously approved project and would be substantially less than the depth to groundwater (80 to 90 feet) in both cases. Both the previously approved project and revised project would require site preparation activities to occur in order to provide proper support to new structures within the project site. With implementation of the site preparation measures set forth in the previously certified EIR, however, proposed structures within both Area 1 and Area 2 would be safe from excessive settlements under anticipated design loadings and conditions and no significant impacts related to grading would occur under either the revised project or the previously approved project. The same mitigation measures set forth in the certified EIR with respect to grading would apply to the revised project.

Erosion impacts associated with the revised project would be similar to the previously approved project since both would be subject to the erosion control measures required by the Countywide National Pollutant Discharge Elimination System (NPDES) permit conditions for all projects in the County greater than 5 acres in size. The same mitigation measures set forth in the certified EIR with respect to erosion would apply to the revised project.

The proposed changes in land use and development under the revised project would have similar effects as the previously approved project with regard to seismic safety since both would incorporate required Building Code provisions related to seismic design. Because of the location of the project site relative to identified fault zones in this area of the region and the measured groundwater levels on the project site, potential hazards related to fault-related ground rupture and liquefaction would be low for both the previously approved project and the revised project and would be less than significant. The potential for on-site exposure to groundshaking hazards would be similar to lower under the revised project as the reduction in retail/restaurant development and associated employees and patrons would not be fully offset by the employment and visitor use associated with the increased industrial park development under the revised project and a net reduction in average daily on-site population compared to the previously approved project would occur under the revised project. The project site is not expected to be exposed to any greater risk from seismic groundshaking than found in other locations within Southern California under either the revised project or the previously approved project. The same mitigation measures set forth in the certified EIR with respect to seismicity would apply to the revised project.

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Air Quality

The certified EIR concluded that emissions of nitrogen oxides (NO_x) and particulate matter (PM_{10}) during project construction would exceed South Coast Air Quality Management District (SCAQMD) significance thresholds and would thus be significant. In addition, the certified EIR concludes that emissions of carbon monoxide (CO), reactive organic gases (ROG, now referred to by SCAQMD as reactive organic compounds, or ROC) and sulfur oxides (SO_x) during construction would be below SCAQMD thresholds and would thus be adverse but not significant. The revised project would involve increased earthmoving activity associated with the increase in industrial park development. However, the maximum daily construction scenario, upon which the conclusion stated above was based, involved concentrated grading and earthmoving activity associated with preparation of the retail/restaurant/hotel development site under a compressed grading and construction schedule and has in fact been completed. This scenario would continue to represent the highest level of construction emissions expected to occur under the revised project as the construction schedules for the industrial/office park development occur over an extended period of time compared to the construction of the retail/restaurant/hotel component of the project. Moreover, even if increased grading activity associated with increased industrial development on the project site were to occur simultaneously with grading and preparation of the retail/restaurant/hotel site, such activity would add only marginally to NO_x and PM_{10} emissions which were previously identified as significant. The certified EIR indicates that emissions of the remaining criteria pollutants are substantially below SCAQMD thresholds. Specifically, project-related CO emissions are estimated to be 5.2 tons/quarter compared to the 24.75 tons/quarter SCAQMD threshold, ROG emissions are estimated to be 0.8 tons/quarter vs. 2.5 tons/quarter threshold and SO_x emissions are estimated to be 1.3 tons/quarter vs. 6.75 tons/quarter threshold. Therefore, even if the revised project were to add to the project-related construction emissions shown in the previously certified EIR, such increases would not be sufficient to cause the significance thresholds for these criteria pollutants to be exceeded. The same mitigation measures set forth in the certified EIR to minimize construction emissions would apply to the revised project.

For the post-construction occupancy period, the certified EIR concludes that mobile and stationary source emissions of CO, ROC and NO_x would be greater than SCAQMD thresholds and would thus be significant while emissions of SO_x and PM_{10} would be below SCAQMD significance thresholds and would thus be adverse but not significant. Under the revised project, mobile operational emissions would decrease because total daily traffic from the revised project would decrease. Stationary source emissions associated with electricity and natural gas consumption would increase as a result of increased industrial development under the revised project. However, this increase would be offset by the reductions in mobile source emissions, which comprise the majority of project-related operational emissions. Moreover, projected operational emissions of SO_x and PM_{10} are substantially below SCAQMD significance thresholds (36 pounds/day of SO_x vs. 150 pounds/day threshold; 83 pounds/day of PM_{10} vs. 150 pounds/day threshold), such that any net increases in emissions of these pollutants would not be sufficient to exceed these thresholds and result in a new significant impact not previously discussed in the certified EIR. The same mitigation measures set forth in the certified EIR to minimize long-term operational emissions would apply to the revised project.

In addition, the certified EIR concludes that localized CO concentrations at the intersections most affected by project traffic would not be significant. The certified EIR based this conclusion on projected CO concentrations occurring during the PM peak hour, which represented the highest concentration of background and project-related traffic occurring during the day. Under the revised project, project-related PM peak hour traffic would decrease (1,473 total PM peak hour trips vs. 1,802

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PM peak hour trips used in the certified EIR analysis). At the same time, AM peak hour trips under the revised project would increase to a similar level as the PM peak hour trips used in the certified EIR analysis (1,824 vs. 1,802). Thus the revised project contribution to the projected CO concentrations at the study intersections, upon which the conclusion of significant impacts is based according to SCAQMD methodologies, would be similar to the previously approved project and would be less than significant.

Surface Water

The certified EIR concludes that no significant impacts with respect to storm drains would occur with the implementation of measures to retain a portion of projected storm flows during the 50-year storm on site. These measures are required as a result of an existing inadequate County storm drain which presently transmits storm water runoff from this area to the Dominguez Channel regional flood control facility. The same stormwater retention requirements would apply to the revised project. The revised project could also potentially reduce stormwater runoff from the project site as it would replace area previously proposed for retail/restaurant development, which is largely impervious, with increased industrial/office park area, which would be more campus-like and would include greater landscaped permeable surface area. Nevertheless, the same mitigation measures set forth in the certified EIR to address surface water runoff from the project site would apply to the revised project.

The certified EIR also concludes that construction related stormwater runoff would pose a potentially significant impact with respect to water quality, which would be mitigated through implementation of stormwater runoff controls during construction, as required by the Countywide National Pollutant Discharge Elimination System (NPDES) permit conditions for all construction projects which occur in the County of Los Angeles and are greater than 5 acres in size. The same requirements would apply to the revised project, which would also be subject to the same mitigation measures set forth in the certified EIR with respect to surface water quality.

Biotic Resources

The certified EIR concludes that removal of existing on-site vegetation under the previously approved project would not result in significant impacts to biotic resources since the limited vegetated areas currently existing on site do not comprise sensitive habitat nor are they utilized by sensitive species. The revised project would involve the same removal of existing vegetation and would be subject to the same mitigation measures set forth in the certified EIR with respect to biological resources.

Noise

The certified EIR concludes that the project would have the potential to generate noise levels in excess of the 75 dBA City standard during construction and thus impacts related to construction noise would be significant. The revised project would include a similar mix of construction equipment which would also have the potential to exceed the 75 dBA standard. Therefore construction noise impacts occurring under the revised project would not represent a new significant impact relative to the previously approved project. The same mitigation measures set forth in the certified EIR to minimize construction noise impacts would apply to the revised project.

The certified EIR concludes that operational noise impacts related to project traffic would be adverse because of existing high ambient noise levels in this area of the City, but would be less than the

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significance threshold of 3 dBA at which noise increases would be audible. Thus the certified EIR concluded that project-related contributions to daily noise levels would not perceptibly change the noise environment in the area. The project-related contribution to the noise environment would be lower under the revised project because of lower daily traffic generation, upon which the analysis of daily average noise levels is based. Moreover, because of the shift of land uses from retail to employment-based industrial park uses, more traffic would be generated during the daytime under the revised project. Under the Community Noise Equivalent Level (CNEL) methodology used in the certified EIR, evening and nighttime noise generation increase the average daily noise level to a greater degree than daytime noise generation. Under the revised project, evening and nighttime noise generation would be reduced compared to the previously approved project. Thus the shift in traffic noise from evening retail patrons to daytime employees would reduce the project-related contribution to the noise environment under the revised project.

In addition, the certified EIR concludes that project buildings could potentially be significantly impacted by the existing high ambient noise levels in the area, which exceed the City standards for clearly acceptable noise levels for retail, office and industrial park uses. Because this impact is related to projected ambient noise levels resulting from background (i.e., non project-related) traffic, the same conditions would occur and the same potential impact to project buildings would result under the revised project. The same mitigation measures set forth in the certified EIR to minimize noise impacts to project buildings would apply to the revised project.

The certified EIR concludes that stationary sources of noise within the project site would not have the potential to impact adjacent residences located to the south of the project site, with the inclusion of a sound wall at the southern edge of the project site. The same sound wall would be included in the revised project. Moreover, the increased industrial development proposed under the revised project would be located primarily in the northern portion of the site, adjacent to 190th Street and at the opposite end of the project site from the adjacent residential uses to the south. Potential impacts associated with stationary noise sources under the revised project would thus be similar to or lower than the impacts discussed in the certified EIR for the previously approved project. The same mitigation measures set forth in the certified EIR to minimize operational noise impacts to adjacent residential uses would apply to the revised project.

Light and Glare

The certified EIR concludes that no significant impacts with respect to light and glare would result from the previously approved project. The revised project would include lighting and glare sources which would be similar to those associated with the previously approved project. The revised project could result in decreased nighttime lighting emanating from the project site by replacing retail uses, which are typically brightly lit and include prominently lighted signage, with industrial park uses, which typically include more confined lighting sources, such as parking lot lighting and focused exterior security lights. The same mitigation measures set forth in the certified EIR to minimize light and glare impacts to adjacent uses would apply to the revised project.

Land Use

The certified EIR concludes that development in Area 1 would not cause any land use conflicts with adjacent uses along 190th Street. Industrial/office park development within Area 2 could result in conflicts with adjacent residential uses. However, inclusion of project features such as the proposed

sound wall and remediation of existing contamination conditions would minimize these impacts. The revised project would result in similar land use compatibility impacts compared to the previously approved project since the land uses which would be located adjacent to the residential area to the south would not change under the revised project. The retail uses previously approved for the northern portion of the project site west of Harborgate Way would be developed with industrial/office park uses under the revised project. No substantial land use conflicts would result from this change because no sensitive land uses are presently located to the north of the project site. The same mitigation measures set forth in the certified EIR to minimize land use conflicts with adjacent uses would apply to the revised project.

The certified EIR also concludes that the uses proposed for the project site would be consistent with the applicable provisions of the Harbor Gateway District Plan, existing zoning designations, General Plan Framework and Regional Comprehensive Plan. The revised project includes increased industrial park development compared to the previously approved project. The proposed increase in industrial park uses would be consistent with the existing Heavy Industrial General Plan designation and M3-1zoning which presently govern this portion of the project site.[2] The proposed increase in industrial/office park density would increase the FAR of the industrial/office park from 0.50:1 to 0.55:1, which would be within the 1.5:1 FAR permitted in the M3-1 zone which applies to this portion of the project site. The revised project would continue to use the previously approved Conditional Use Permit for FAR averaging to allow development of individual lots within the project site above the allowable 1.5:1 FAR. However, as with the previously approved project, total development within the industrial/office park component of the project would not exceed the levels set forth in this addendum. The revised project would provide the same community retail and employment-generating industrial and office park uses which were previously assessed to be consistent with the Regional Center designation of the City of Los Angeles General Plan Framework and the urban development policies of the Regional Comprehensive Plan.

Transportation/Circulation

The certified EIR concluded that traffic associated with the previously approved project would be expected to result in significant impacts at 30 of 41 study intersections during the morning and/or evening peak hours. These impacts could be mitigated to less than significant levels at all but four of these 30 locations. The traffic analysis was updated to reflect the land use mix and development intensity associated with the revised project and submitted to LADOT for review as required by the City. As shown in Appendix A to this addendum, the revised project would be expected to have significant impacts at 28 study locations, 20 of which would be impacted in the AM peak hour and 21 of which would be impacted in the PM peak hour. This would be equivalent to or less than the total of 30 significantly impacted study intersections (20 in the AM peak hour and 24 in the PM peak hour) which would result from the previously approved project. Thus fewer locations would be significantly impacted overall and no new significantly impacted location would be added in either peak hour. After mitigation, four intersections would remain significantly impacted. All four of these locations would be impacted in the AM peak hour and one would be impacted in the PM peak hour. This compares to four significantly impacted intersections after mitigation in the AM peak hour and two significantly impacted intersections after mitigation in the PM peak hour under the previously approved project. The same

[2] *Although, as noted above, the City approved a General Plan Amendment and Zone Change for the retail/restaurant/hotel portion of the site, the General Plan designation and zoning on the remainder of the site was not changed, and retained its original Heavy Industrial and M3-1 designations.*

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mitigation measures set forth in the certified EIR to address significant transportation impacts would also apply to the revised project.

Project traffic under the previously approved project would also result in significant impacts at up to 3 freeway locations, for which no feasible mitigation measures are available, within the City of Los Angeles. These included three locations in the AM peak hour and two in the PM peak hour, out of a total of seven freeway study segments which could potentially be impacted by the project. Under the revised project, freeway impacts during the PM peak hour would be similar to or less than the previously approved project, since PM peak hour traffic generation would be lower under the revised project. During the AM peak hour, traffic generation under the revised project would increase compared to the previously approved project. However, this increase would not be expected to increase the number of significantly impacted segments since the AM peak hour traffic generation on the freeway segments which were not significantly impacted by the previously approved project was well below the threshold of significance established by the Metropolitan Transportation Authority (MTA, the designated Congestion Management Agency responsible for establishing such thresholds). Specifically, the project impact during the AM peak hour under the previously approved project ranged from 0.002 to 0.013 for freeway segments at Level of Service (LOS) F, where the significance threshold established by MTA requires a project-related increase of 0.02 for a freeway segment operating at LOS F before a significant impact occurs. Thus the revised project would not increase the number of freeway segments which would be significantly impacted.

Public Services (Police, Fire)

The certified EIR concluded that the previously approved project would increase on-site population and activity on the project site which would have an adverse but not significant effect on police and fire protection and emergency medical service. The revised project would result in similar demand for fire protection services because of the similar pattern of land uses which would be included under the revised project. While allowed industrial park uses would increase, these uses would be similar to those previously proposed, thus posing no new issues with respect to fire department response. Moreover, these changes in the project would be offset by reductions in retail and office square footage. The revised project would thus not result in significant impacts with respect to fire protection services. With regard to police services, the revised project would be expected to reduce demand for police services compared to the previously approved project since retail uses would be reduced and replaced with industrial uses which typically provide security features such as gate controls, secured parking facilities and on-site security personnel. In addition, the features of the previously approved project which would enhance emergency access and response including the upgraded internal roadway system and improved signalization would also be incorporated in the revised project. The same mitigation measures set forth in the certified EIR to address potential impacts to police and fire services would apply to the revised project.

Energy Conservation (Electricity, Natural Gas, Construction)

The certified EIR concludes that the project would not result in significant impacts with respect to electricity, natural gas or construction energy consumption based upon projected buildout. The revised project would result in increased demand for energy during both construction and operations because of increased levels of development which would occur under the revised project. However, because demand associated with the previously approved project was well within the capacity of the potential service providers and the revised project would result in only a marginal increase in such demand, the

demand associated with the revised project would be within the service capacity of the applicable service providers and would not result in significant impacts with respect to energy consumption. New infrastructure to provide sufficient electrical and natural gas service to new development within the project site would be provided under the revised project, similar to the previously approved project. The same mitigation measures set forth in the certified EIR to promote energy conservation within the project would also apply to the revised project.

Utilities (Communications, Water, Sewer, Solid Waste)

The certified EIR concludes that the project would not result in significant impacts with respect to certain utility services (communications, water, sewer) and would result in significant impacts related to solid waste generation, based upon projected buildout. The revised project would result in increased consumption of communications and water services and increased generation of wastewater and solid waste because of the increased development which would occur under the revised project compared to the previously approved project. However, because demand for communications and water services associated with the previously approved project was well within the capacity of the potential service providers and the revised project would result in only a marginal increase in such demand, such demand associated with the revised project would not result in significant impacts with respect to communications and water services.

The revised project would result in increased wastewater generation, particularly industrial wastewater generation, compared to the previously approved project because of increased industrial park development which would occur under the revised project. Discharge of wastewater to the conveyance and treatment system operated by the County Sanitation Districts of Los Angeles County (CSDLAC) is regulated by a permitting system operation by the CSDLAC. The current property owner, Boeing Realty Corporation, holds entitlements to discharge to the system which can be transferred to other property owners if some or all of the property is sold. The new owners are then required to obtain industrial wastewater permits and discharge entitlements in sufficient quantities before connection to the CSDLAC system is allowed. The certified EIR indicates that the projected wastewater generation associated with the previously approved project was similar to the existing entitlement held by Boeing Realty Corporation. Under the revised project, wastewater generation would probably increase from this projected level because of increased industrial development. However, CSDLAC procedures allow discharge to exceed entitlement by up to 25% before additional sewer capacity units must be purchased. The potential increase in wastewater volumes to be discharged to the CSDLAC system would be within this level and thus no significant impact would occur under the revised project. Moreover, if wastewater volumes were to exceed these projections, connection to the system would not be permitted until sufficient capacity was available, thus avoiding any potential for significant impacts resulting from wastewater discharges under the revised project. The same mitigation measures set forth in the certified EIR to minimize wastewater generation would also apply to the revised project.

With respect to communications, water and sewer infrastructure, new facilities which would be provided under the previously approved project and which would provide sufficient capacity to serve future development within the project site, would also be provided under the revised project.

The certified EIR identified significant impacts associated with the previously approved project related to solid waste generation because of the shortage of capacity in landfills serving the region. The revised project would result in marginal increases in solid waste generation, thus this impact would

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remain significant under the revised project. The same mitigation measures set forth in the certified EIR to minimize solid waste generation would also apply to the revised project.

Risk of Upset

The certified EIR concludes that potentially significant impacts could occur from the release of soil contaminants in the atmosphere if remediation is not undertaken prior to the initiation of construction activity resulting in soil disturbance. In addition, removal of asbestos from existing structures would result in a potentially significant impact which is reduced to a less than significant level through compliance. The revised project would have similar impacts to the previously approved project in this regard since the same remediation activities would take place under the supervision of the appropriate regulatory agencies as would occur under the previously approved project. The same mitigation measures set forth in the certified EIR with respect to soil and groundwater contamination and asbestos would apply to the revised project.

Aesthetics

The certified EIR concludes that buildout of Areas 1 and 2, while changing the visual character of the project site as perceived from the surrounding areas, would not result in significant impacts and could result in beneficial impacts from the introduction of new features, landscaping and open space to replace existing industrial buildings and surface parking lots. In addition, the two 120-foot pole signs proposed in Area 1 were determined to result in less than significant impacts, if approved in accordance with procedures established by the City of Los Angeles. The revised project would have similar impacts with regard to improving the existing appearance of the project site and would include similar uses in similar locations on the project site except for the northern portion of the site west of Harborgate Way, where retail/restaurant uses permitted under the previously approved project would be replaced with industrial/office park uses. The height limit in this area would also be increased from 45 feet to 150 feet, similar to the remainder of the industrial/office park area of the project site (except for the southerly 300 feet of the project site adjacent to the residential area, where building height within the industrial/office park area is limited to 45 feet). Inclusion of buildings of up to 150 feet in height along 190th Street would not be inconsistent with the existing visual character of this corridor, which presently includes mid-rise buildings of substantial mass within office and industrial park settings. Such buildings would reinforce the commercial corridor visual character of this area. No significant aesthetic impacts would be associated with the revised project. Similarly the inclusion of buildings up to 150 feet in height along 190th Street would not result in additional view blockage since the effect would be similar to the inclusion of buildings up to 12 stories in height within the industrial/office park area of the project, as allowed under the previously approved project. The same mitigation measures set forth in the certified EIR with respect to aesthetic and view impacts would apply to the revised project.

CONCLUSION

Based on the previous analysis, which compared the potential impacts of the revised project with the potential impacts of the previously approved project as discussed in the certified EIR, the City concludes that the revised project would not require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (State CEQA Guidelines Section 15162(a)(1)). In addition, no substantial changes have occurred with respect to the circumstances under which the project would be

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undertaken which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (State CEQA Guidelines Section 15162(a)(2)). Finally, no new information of substantial importance has been presented which would show that the project would have one or more significant effects not discussed in the previous EIR, that significant effects previously examined will be substantially more severe than shown in the previous EIR, that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents declined to adopt the mitigation measure or alternative, or that mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents declined to adopt the mitigation measure or alternative (State CEQA Guidelines Section 15162(a)(3)). Therefore none of the conditions described in Section 15162 of the State CEQA Guidelines calling for preparation of a subsequent EIR have occurred and the City decided not to prepare a subsequent EIR pursuant to Section 15162. Substantial evidence supporting the conclusions presented above is provided in the preceding sections of this addendum (State CEQA Guidelines Section 15164(e)). This addendum has been considered by the decision making body along with the Final EIR for the previously approved project prior to making a decision on the revised project (State CEQA Guidelines Sections 15164(d)).

APPENDIX A

TRAFFIC ANALYSIS AND LADOT CONCURRENCE

FORM GEN. 160A (Rev. 1/82)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

190th St. & Normandie Ave.

Date: November 18, 1998

To: Darryl Fisher, Deputy Advisory Agency
Department of Planning

Robert T. Takasaki

From: Robert T. Takasaki, Senior Transportation Engineer
Department of Transportation

Subject: TRAFFIC IMPACT STUDY FOR THE REVISED HARBOR GATEWAY CENTER PROJECT ON THE SOUTHWEST CORNER OF 190TH STREET AND NORMANDIE AVENUE (MCDONNELL-DOUGLAS SITE) (TENTATIVE TRACT NO. 52172 (CPC NO. 97-0278)

The Department of Transportation (DOT) has reviewed the attached traffic analysis prepared by Crain & Associates for the revised Harbor Gateway Center located at the southwest corner of 190th Street and Normandie Avenue. The project has been revised as shown in the following table:

LAND USE	ORIGINAL PROJECT IN CERTIFIED EIR (SQUARE FEET)	REVISED PROJECT (SQUARE FEET)
RETAIL	385,000	257,016
OFFICE PARK	507,000	441,988
THEATER	65,000 (4,000 SEATS)	------
HOTEL	--------	54,000 (122 ROOMS)
INDUSTRIAL PARK	2,010,700	2,703,012
TOTAL	**2,967,700**	**3,456,016**

The revised project will generate 640 fewer daily trips but 173 more AM peak hour trips and 329 fewer PM peak hours trips than the original project in the certified EIR. The original project would generate approximately 21,340 net daily trips with approximately 1,651 net AM peak hour trips and 1,802 net PM peak hour trips while the revised project will generate approximately 20,700 net daily trips with approximately 1,824 net AM peak hour trips and 1,473 net PM peak hour trips. Additionally, the revised project would significantly impact the same number of intersections (20) in the AM peak hour but three fewer intersections in the PM peak hour (21 versus 24) than the original project with no new intersection added in either peak hour.

The three intersections no longer impacted by the revised project in the PM peak hour are: Western Avenue & I-405 Fwy Northbound On/Off Ramp, Western Avenue & Torrance Boulevard, and I-110 Fwy Southbound On/Off Ramps & Carson Street.

The traffic consultant has indicated that the developer will implement all the traffic mitigation measures contained in the certified EIR including those proposed at the intersections that will no longer be significantly impacted by the revised project. The certified EIR identified four intersections as still impacted after mitigation. Two of the intersections were still impacted in the AM peak hour only and the other two intersections were still impacted in the AM and PM peak hour. The revised project will impact the same four intersections after mitigation. Three of the intersections will still be impacted in the AM peak hour only and one intersection will still be impacted in the AM and PM peak hour.

DOT concurs with the result of the revised traffic analysis that the revised project would not result in any new significant traffic impact not considered in the certified EIR. DOT also recommends that the revised project implement all the traffic mitigation measures and DOT's tract conditions that were required for the original project in the certified EIR.

If you have any questions, please contact Jimmy Ewenike of my staff at (213) 240-3074.

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Enclosure

c: Council District No. 15
Southern District, DOT
Citywide Planning Coordination Section, DOT
Development Services Division, Bureau of Engineering
Crain & Associates

11-6-98

Crain & Associates
Of Southern California

2007 Sawtelle Boulevard, Suite 4
Los Angeles, California 90025
Telephone (310) 473-6508
Facsimile (310) 444-9771

FAX TRANSMITTED

November 5, 1998

Mr. Robert Takasaki
Senior Transportation Engineer
Los Angeles Department of Transportation
221 North Figueroa Street, Suite 600
Los Angeles, California 90012

RE: Harbor Gateway Center Master Plan Modification

Dear Robert,

In conjunction with securing prospective tenants for the Harbor Gateway Center site and refining the mix of specific uses to be developed, Boeing Realty Company is currently proposing a modified master plan using the following square footages: 257,016 sf retail, 54,000 sf hotel (122 rooms), 441,988 sf office park and 2,703,012 sf industrial park. (As compared to the project in the certified EIR which had 385,000 sf retail, 65,000 sf theater (4000 seats), 507,000 sf office park and 2,010,700 sf industrial park). The modified plan will place office uses rather than retail on the portion of the site adjacent to 190th Street and west of Harborgate Way, thereby reducing the size of the retail center. Also. interest in industrial uses for the interior of the site is greater than that for office uses. Further, an increase in density is also made possible by the lower parking needs of industrial buildings compared to the retail and office uses they are replacing. The above square footages for the various uses reflect these factors. Therefore, Boeing Realty Company is submitting an application to the City to modify, in the manner described above, the size of the retail, office park and industrial park uses in the approved plan to the above values.

In order to assess the potential traffic impacts of such a modification, we have calculated the traffic generation values for the project using the proposed square footages. This generation analysis was conducted using the same assumptions as were made in the analysis earlier reviewed and approved by you for the modification allowing the substitution of the hotel for the theater. In order to be conservative, we assumed that no hotel pass-by trips would occur and that only 10 percent of the hotel trips would be internal to the site. Also, we treated the hotel as a separate entity, rather than including the hotel in the square footage used to establish the trip generation rates for the shopping center. (The theaters had been included in the shopping center square footage in the certified EIR analysis.) This assumption resulted in an increase in the generation rate assumed for the retail portion of Harbor Gateway Center project compared to that included in the certified EIR. The generation from the industrial and office portions were estimated using the same formulas which were used in the EIR analysis.

As is shown in Attachment 1, the modified project will generate 640 fewer daily trips compared to the certified EIR project. Attachment 1 also shows that the project modifications will reduce the PM peak hour trip generation by approximately 201 inbound and 128 outbound trips. During the AM peak hour, the site will generate a total of 169 more inbound trips and four more outbound trips compared to the estimates contained in the certified EIR.

In order to assess the potential impacts of the changes in trip generation, we have used the same methodology used for the alternatives analysis in the project EIR. This methodology assumed that project traffic impacts are proportional to project trip generation. In other words, all AM peak hour impacts were multiplied by the ratio of 1,824 to 1,651 and the PM peak hour impacts were multiplied by the ratio of 1,473 to 1,802. As Attachment 2 shows, the modified project would be expected to have significant impacts at 28 intersections, 20 of which would have significant AM peak hour impacts and 21 of which would have significant PM peak hour impacts. This compares to significant impacts at 30 intersections for the certified EIR project, with 20 and 24 AM and PM peak hour significant intersection impacts, respectively. Thus, fewer locations would be significantly impacted overall, and no new location would be added in either peak hour.

As with the alternatives analysis, it was assumed that the mitigation would provide the same proportional increase in capacity under the modified project as under the certified EIR analysis assumptions. As is also shown in Attachment 2, the modified project, following mitigation, would have four remaining significantly impacted locations. All four would be significantly impacted during the morning peak hour and one would also be impacted during the PM peak hour. This is the same result as presented in the certified EIR, except that two locations would still be significantly impacted following mitigation during the PM peak hour for the certified EIR project.

Boeing Realty Company is applying for a tract map modification. This application is currently being processed by the Deputy Advisory Agency, Darryl Fisher. We would appreciate your reviewing the attached and, if you concur, sending a memorandum to Darryl Fisher indicating that the proposed modification of uses will not result in any new significant traffic impacts not considered in the certified EIR.

If you have any questions or comments on the attached, please feel free to call me.

Sincerely,

George Rhyner
Senior Transportation Planner

GR:jk
C5932
attachments

cc: Mario Stavale

ATTACHMENT 1

Harbor Gateway Center Master Plan
Trip generation for Proposed Revised Project

Land-Use Category	Size (Sq. Ft.)	Daily	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Retail	257,016	11,490	178	105	283	554	554	1,108
Hotel (122 rooms)	54,000	1,010	39	26	65	50	43	93
Subtotal	311,016	12,500	217	131	348	604	597	1,201
Less Internal/Pass-by Trips								
Retail (0%/20%)		-2,300	-36	-21	-57	-111	-111	-222
Hotel (10%/0%)		-100	-4	-3	-7	-5	-4	-9
Subtotal		-2,400	-40	-24	-64	-116	-115	-231
Shopping Center Site Subtotal	311,016	10,100	177	107	284	488	482	970
Office Park	441,988	5,020	696	86	782	94	534	628
Industrial Park	2,703,012	14,140	1,411	192	1,603	147	833	980
Site Generation	3,456,016	29,260	2,284	385	2,669	729	1,849	2,578
Less Existing Site Generation Warehouse	-2,419,000	-8,560	-608	-237	-845	-387	-718	-1,105
Net Site Generation Increase	**1,037,016**	**20,700**	**1,676**	**148**	**1,824**	**342**	**1,131**	**1,473**
Certified EIR Generation		21,340	1,507	144	1,651	543	1,259	1,802
Change From Certified EIR		-640	169	4	173	-201	-128	-329

ATTACHMENT 2

Crain & Associates
November 5, 1998
Draft

Impacts of Modified Project

A.M. Peak Hour

No	Intersection	Existing CMA	Existing LO	W/O Project CMA	W/O Project LOS	With Project CMA	With Project LOS	With Project Impact		With Project + Mit CMA	With Project + Mit LOS	With Project + Mit Impact	
1	Hawthorne Bl. and 190th St.	1.010	F	1.100	F	1.122	F	0.022	*	1.076	F	-0.024	
2	Crenshaw Bl. and 182nd St.	0.909	E	1.018	F	1.018	F	0.000		1.018	F	0.000	
3	Crenshaw Bl. and I-405 SB On/Off Ramps	0.997	E	1.083	F	1.090	F	0.007		1.090	F	0.007	
4	Crenshaw Bl. and 190th St.	1.237	F	1.348	F	1.371	F	0.023	*	1.173	F	-0.175	
5	Crenshaw Bl. and Del Amo Bl.	0.807	D	0.939	E	0.961	E	0.022	*	0.923	E	-0.016	
6	I-405 NB On/Off Ramps and 182nd St.	0.880	D	0.998	E	1.000	E	0.002		1.000	E	0.002	
7	Western Ave. and Artesia Bl.	0.982	E	1.120	F	1.129	F	0.009		1.088	F	-0.032	
8	Western Ave. and 182nd St.	0.418	A	0.503	A	0.543	A	0.040		0.543	A	0.040	
9	Western Ave. and I-405 NB On/Off Ramps	0.607	B	0.701	C	0.724	C	0.023		0.712	C	0.011	
10	I-405 SB On/Off Ramps and 190th St.	1.063	F	1.178	F	1.285	F	0.107	*	1.125	F	-0.053	
11	Western Ave. and 190th St.	0.712	C	0.877	D	0.952	E	0.075	*	0.952	E	0.075	*
12	Western Ave. and 195th St.	0.481	A	0.939	E	1.016	F	0.077	*	0.946	E	0.007	
13	Western Ave. and Project Driveway	0.354	A	0.463	A	0.623	B	0.160		0.623	B	0.160	
14	Western Ave. and Del Amo Bl.	0.707	C	0.821	D	0.968	E	0.147	*	0.785	C	-0.036	
15	Western Ave. and Torrance Bl.	0.625	B	0.851	D	0.945	E	0.094	*	0.945	E	0.094	*
16	Western Ave. and Carson St.	0.777	C	0.817	D	0.870	D	0.053	*	0.870	D	0.053	*
17	Western Ave. and Sepulveda Bl.	0.991	E	1.050	F	1.080	F	0.030	*	0.966	E	-0.084	
18	Western Ave. and Pacific Coast Highway	0.964	E	0.992	E	1.003	F	0.011	*	1.003	F	0.011	*
19	Project Driveway and 190th St.	0.428	A	0.692	B	0.846	D	0.154	*	0.553	A	-0.139	
20	Artesia Bl. and Normandie Ave.	0.874	D	0.937	E	0.940	E	0.003		0.895	D	-0.042	
21	Normandie Ave. and 182nd St.	0.311	A	0.463	A	0.477	A	0.014		0.477	A	0.014	
22	Normandie Ave. and I-405 NB On-Off Ramps	0.519	A	0.694	B	0.769	C	0.075	*	0.607	B	-0.087	
23	I-405 SB Off Ramp and 190th St.	0.470	A	0.820	D	0.774	C	-0.046		0.483	A	-0.337	
24	Normandie Ave. and 190th St.	0.665	B	0.969	E	1.159	F	0.190	*	0.970	E	0.001	
25	Normandie Ave. and Project Driveway/Francisco	0.329	A	0.493	A	0.567	A	0.074		0.577	A	0.084	
26	Normandie Ave. and Torrance Bl.	0.617	B	0.811	D	0.873	D	0.062	*	0.803	D	-0.008	
27	Normandie Ave. and Carson St.	0.600	A	0.716	C	0.734	C	0.018		0.664	B	-0.052	
28	Sepulveda Bl. and Normandie Ave.	0.708	C	0.782	C	0.789	C	0.007		0.789	C	0.007	
29	Pacific Coast Hwy. and Normandie Ave.	0.502	A	0.564	A	0.566	A	0.002		0.566	A	0.002	
30	Vermont Ave. and Artesia Bl.	0.913	E	0.969	E	0.980	E	0.011	*	0.944	E	-0.025	
31	Vermont Ave. and 190th St.	0.716	C	0.886	D	0.948	E	0.062	*	0.722	C	-0.164	
32	Vermont Ave. and Torrance Bl.	0.673	B	0.841	D	0.879	D	0.038	*	0.825	D	-0.016	
33	Vermont Ave. and Carson St.	0.747	C	0.847	D	0.847	D	0.000		0.847	D	0.000	
34	I-110 SB Off Ramp and 190th St.	0.429	A	0.703	C	0.813	D	0.110	*	0.649	B	-0.054	
35	I-110 NB on Ramp and 190th St.	0.446	A	0.487	A	0.574	A	0.087		0.371	A	-0.116	
36	Figueroa St. and 190th St.	0.486	A	0.551	A	0.619	B	0.068		0.601	B	0.050	
37	I-110 SB On/Off Ramps and Hamilton Ave.	0.423	A	0.735	C	0.735	C	0.000		0.735	C	0.000	
38	Figueroa St. and I-110 NB On/Off Ramps	0.694	B	0.779	C	0.796	C	0.017		0.796	C	0.017	
39	Hamilton Ave. and Torrance Bl.	0.743	C	0.917	E	0.990	E	0.073	*	0.812	D	-0.105	
40	Torrance Bl. and Figueroa St.	0.667	B	0.851	D	0.868	D	0.017		0.787	C	-0.064	
41	I-110 SB On/Off Ramps and Carson St.	0.850	D	1.168	F	1.170	F	0.002		1.170	F	0.002	

"*" denotes a significant impact.

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ATTACHMENT 2 (Con't)

Crain & Associates
November 5, 1998
Draft

Impacts of Modified Project

P.M. Peak Hour

No	Intersection	Existing CMA	Existing LO	W/O Project CMA	W/O Project LOS	With Project CMA	With Project LOS	With Project Impact		With Project + Mit CMA	With Project + Mit LOS	With Project + Mit Impact	
1	Hawthorne Bl. and 190th St.	1.033	F	1.120	F	1.134	F	0.014	*	1.068	F	-0.052	
2	Crenshaw Bl. and 182nd St.	1.065	F	1.186	F	1.189	F	0.003		1.189	F	0.003	
3	Crenshaw Bl. and I-405 SB On/Off Ramps	0.910	E	1.017	F	1.021	F	0.004		1.021	F	0.004	
4	Crenshaw Bl. and 190th St.	1.240	F	1.375	F	1.395	F	0.020	*	1.261	F	-0.114	
5	Crenshaw Bl. and Del Amo Bl.	0.868	D	1.002	F	1.017	F	0.015	*	0.968	E	-0.034	
6	I-405 NB On/Off Ramps and 182nd St.	0.877	D	0.955	E	0.957	E	0.002		0.957	E	0.002	
7	Western Ave. and Artesia Bl.	0.988	E	1.102	F	1.113	F	0.011	*	1.093	F	-0.009	
8	Western Ave. and 182nd St.	0.605	B	0.663	B	0.678	B	0.015		0.678	B	0.015	
9	Western Ave. and I-405 NB On/Off Ramps	0.735	C	0.855	D	0.871	D	0.016		0.794	C	-0.061	
10	I-405 SB On/Off Ramps and 190th St.	0.975	E	1.169	F	1.205	F	0.036	*	1.057	F	-0.112	
11	Western Ave. and 190th St.	0.915	E	1.128	F	1.240	F	0.112	*	1.240	F	0.112	*
12	Western Ave. and 195th St.	0.391	A	0.820	D	0.824	D	0.004		0.754	C	-0.066	
13	Western Ave. and Project Driveway	0.410	A	0.516	A	0.580	A	0.064		0.580	A	0.064	
14	Western Ave. and Del Amo Bl.	0.747	C	0.863	D	0.895	D	0.032	*	0.715	C	-0.148	
15	Western Ave. and Torrance Bl.	0.716	C	0.821	D	0.838	D	0.017		0.838	D	0.017	
16	Western Ave. and Carson St.	1.023	F	1.035	F	1.042	F	0.007		1.042	F	0.007	
17	Western Ave. and Sepulveda Bl.	1.080	F	1.100	F	1.106	F	0.006		1.028	F	-0.072	
18	Western Ave. and Pacific Coast Highway	0.997	E	1.017	F	1.019	F	0.002		1.019	F	0.002	
19	Project Driveway and 190th St.	0.729	C	1.023	F	1.138	F	0.115	*	0.743	C	-0.280	
20	Artesia Bl. and Normandie Ave.	1.002	F	1.065	F	1.078	F	0.013	*	0.980	E	-0.085	
21	Normandie Ave. and 182nd St.	0.513	A	0.602	B	0.624	B	0.022		0.624	B	0.022	
22	Normandie Ave. and I-405 NB On-Off Ramps	0.561	A	0.747	C	0.816	D	0.069	*	0.658	B	-0.089	
23	I-405 SB Off Ramp and 190th St.	0.839	D	1.064	F	1.017	F	-0.047		0.680	B	-0.384	
24	Normandie Ave. and 190th St.	0.930	E	1.246	F	1.397	F	0.151	*	1.106	F	-0.140	
25	Normandie Ave. and Project Driveway/Francisco	0.341	A	0.552	A	0.738	C	0.186	*	0.576	A	0.024	
26	Normandie Ave. and Torrance Bl.	0.619	B	0.823	D	0.873	D	0.050	*	0.804	D	-0.019	
27	Normandie Ave. and Carson St.	0.811	D	0.896	D	0.918	E	0.022	*	0.848	D	-0.048	
28	Sepulveda Bl. and Normandie Ave.	0.770	C	0.888	D	0.895	D	0.007		0.895	D	0.007	
29	Pacific Coast Hwy. and Normandie Ave.	0.561	A	0.644	B	0.650	B	0.006		0.650	B	0.006	
30	Vermont Ave. and Artesia Bl.	0.883	D	0.930	E	0.936	E	0.006		0.901	E	-0.029	
31	Vermont Ave. and 190th St.	1.013	F	1.189	F	1.236	F	0.047	*	0.931	E	-0.258	
32	Vermont Ave. and Torrance Bl.	0.740	C	0.886	D	0.894	D	0.008		0.853	D	-0.033	
33	Vermont Ave. and Carson St.	0.853	D	0.933	E	0.944	E	0.011	*	0.814	D	-0.119	
34	I-110 SB Off Ramp and 190th St.	0.759	C	0.822	D	0.865	D	0.043	*	0.796	C	-0.026	
35	I-110 NB on Ramp and 190th St.	0.895	D	0.983	E	1.021	F	0.038	*	0.570	A	-0.413	
36	Figueroa St. and 190th St.	0.737	C	0.826	D	0.861	D	0.035	*	0.807	D	-0.019	
37	I-110 SB On/Off Ramps and Hamilton Ave.	0.423	A	0.765	C	0.765	C	0.000		0.765	C	0.000	
38	Figueroa St. and I-110 NB On/Off Ramps	0.786	C	0.855	D	0.856	D	0.001		0.856	D	0.001	
39	Hamilton Ave. and Torrance Bl.	0.673	B	1.055	F	1.071	F	0.016	*	0.937	E	-0.118	
40	Torrance Bl. and Figueroa St.	0.768	C	1.013	F	1.036	F	0.023	*	0.854	D	-0.159	
41	I-110 SB On/Off Ramps and Carson St.	0.738	C	0.964	E	0.973	E	0.009		0.876	D	-0.088	

"*" denotes a significant impact.

ATTACHMENT 2 (Con't)

Crain & Associates
November 5, 1998
Draft

Impacts of Modified Project

Number of intersections with significant impacts:

	With Modified Project	With Modified Project + Mit.	With Approved Project	With Approved Project + Mit.
AM Peak Hour Only:	7	3	6	2
PM Peak Hour Only:	8	0	10	0
AM & PM Peak Hour:	13	1	14	2
Total AM Peak Hour:	20	4	20	4
Total PM Peak Hour:	21	1	24	2
Total (AM or PM):	28	4	30	4

Crain & Associates
Of Southern California

2007 Sawtelle Boulevard, Suite 4
Los Angeles, California 90025
Telephone (310) 473-6508
Facsimile (310) 444-977

November 17, 1998

Mr. Robert Takasaki
Senior Transportation Engineer
Los Angeles Department of Transportation
221 North Figueroa Street, Suite 600
Los Angeles, California 90012

ATTN: Jimmy Ewenike

RE: Harbor Gateway Conditions of Approval

Dear Bob,

This letter is to confirm my earlier discussions with your staff. As you are aware, the Harbor Gateway project is requesting a change in the project approvals to reflect that less retail and office development will be built, and proposing that greater industrial development be allowed. As shown in our November 5 letter to you, these changes will result in lowered daily and PM peak hour volumes and in two fewer significant impacts. However, the project is not requesting any changes in the conditions of approval as they relate to roadway improvements. Rather, changes are only being requested to those conditions governing the size of the project and its components. We have again reviewed this with the applicant and he has confirmed that no changes to the roadway improvement measures are being requested. Thus, your approval of our November 5 analysis will not be taken as approval of any changes to the roadway improvement program.

If you have any further questions, please feel free to call me.

Sincerely,

George Rhyner

George Rhyner
Senior Transportation Engineer

GR:sd
C6135

cc: Mario Stavale