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DRAFT

8/14/96

Lockheed-Martin

HARBOR GATEWAY RETAIL CENTER
Environmental Impact Report

No. 95-0177-SUB
SCH No. 95081050

August 1996

Environmental Science Associates

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City of Los Angeles

HARBOR GATEWAY RETAIL CENTER

DRAFT ENVIRONMENTAL IMPACT REPORT

EIR NUMBER 95-0177-SUB

STATE CLEARINGHOUSE NUMBER: 95081050

Project:	The proposed project involves the development of a retail shopping center complex with approximately 810,000 square feet of total building area. The retail shopping center complex would consist of 15 major retail buildings, which total approximately 792,000 square feet, including a 55,000-square foot, 3,500-seat motion picture theater and a 52,725 square-foot supermarket, two shop buildings, which total approximately 9,000 square feet, and three restaurant pad buildings, which total 9,000 square feet.
City Action Requested:	Discretionary review and action may include permits for vesting tentative tract map, alternatively conditional use approval for major projects, site plan review, conditional use approval for sale of alcohol, buildings permits, grading permits, and possible variance for shared parking approval. Additional discretionary approvals may include haul route approval, sewer connection permit, and permits to install public utilities.
Applicant:	Lockheed Martin Corporation 6801 Rockledge Drive Bethesda, Maryland 20817
Date:	August 2, 1996

BOE-C6-0115722

HARBOR GATEWAY RETAIL CENTER
DRAFT ENVIRONMENTAL IMPACT REPORT

TABLE OF CONTENTS

		Page
I.	SUMMARY	1
	A. Summary of the Proposed Action	1
	B. Location	1
	C. Background of Project	1
	D. Areas of Controversy	2
	E. Alternatives Summary	2
	F. Summary of Environmental Impacts	3
II.	PROJECT DESCRIPTION	43
	A. Applicant's Objectives	43
	B. Project Location	43
	C. Project Characteristics	45
	D. Project Schedule	45
	E. Discretionary Review	45
	F. Previous Environmental Review	45
III.	GENERAL DESCRIPTION OF ENVIRONMENTAL SETTING	49
	A. Overview of Environmental Setting	49
	B. Cumulative Related Projects	50
IV.	ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION	55
	A. Earth	55
	1. Grading	55
	2. Geologic Hazards	62
	B. Air Quality	68
	C. Noise	87
	D. Aesthetics	96
	E. Land Use	114
	F. Human Health/Risk of Upset	121
	G. Transportation, Circulation, Driveway/Access	127
	H Public Services	157
	1. Fire Protection	157
	2. Police Services	162
	I. Energy Conservation	164
	J. Public Utilities	169
	1. Power	169
	2. Natural Gas	169
	3. Water	169

BOE-C6-0115723

HARBOR GATEWAY RETAIL CENTER
DRAFT ENVIRONMENTAL IMPACT REPORT

TABLE OF CONTENTS - (Continued)

		Page
4.	Sewage	172
5.	Storm Drains	174
6.	Solid Waste	175
V.	SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGE THAT WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED	178
VI.	GROWTH INDUCING IMPACT OF THE PROPOSED ACTION	179
A.	How the Project Could Foster Growth	179
B.	Cumulative Development Impacts	179
VII.	MITIGATION MONITORING PROGRAM	181
VIII.	ALTERNATIVES TO THE PROJECT	183
A.	No Project	184
B.	Reduction in Shopping Center Square Footage	185
C.	Proposed Shopping Center Without Theaters	189
D.	Office Alternative	194
E.	Industrial Park Alternative	198
F.	Environmentally Superior Alternative	202
IX.	ORGANIZATIONS AND PERSONS CONSULTED, REFERENCES	203
A.	People and Organization Contacted	203
B.	Report Preparation	203
C.	References	205
X.	ESAC ACTION, INITIAL STUDY, AND WORKSHEET/EAF	207
XI.	APPENDICES	

Appendix A: Technical Reports
Appendix B: Mitigation Monitoring Program
Appendix C: Notice of Preparation Comments/Responses
Appendix D: Air Emissions Calculations
Appendix E: Transportation
Appendix F: Energy Calculations
Appendix G: Public Utilities Calculations

BOE-C6-0115724

HARBOR GATEWAY RETAIL CENTER
DRAFT ENVIRONMENTAL IMPACT REPORT

TABLE OF CONTENTS - (Continued)

Page

LIST OF TABLES

S-1	Summary of Environmental Impacts and Mitigation Measures	4
1.	Cumulative Projects List	52
2.	Faults Which Could Affect the Project Site	63
3.	Annual Air Quality Summaries at the SCAQMD Hawthorne Station as Compared to State and Federal Standards	73
4.	Average Daily and Quarterly Construction Emissions	79
5.	Estimated Stationary-Source Emissions	80
6.	Estimated Emissions Generated by Project-Related Trips	81
7.	Total Operational Project Emissions	82
8.	Estimated Existing and Projected Future Maximum Carbon Monoxide Concentration, 1995 and 1998	83
9.	Typical Commercial Construction Noise Levels	93
10.	Demolition and Construction Equipment Source Noise Levels	93
11.	Estimated Existing and Projected Future Afternoon Peak-PeriodNoise Levels Along Selected Road Segments Near the Project Site, 1995 and 1998	95
12.	Level of Service Interpretation	135
13.	Existing Peak Hour Conditions	136
14.	Future Peak Hour Conditions Without the Project	139
15.	Gross Project Trip Generation	142
16.	Project Trip Distribution	143
17.	Locations of Potential Project Impacts	144

BOE-C6-0115725

TABLE OF CONTENTS - (Continued)

		Page
18.	Net Project Trip Generation (Credit for Past Land Use)	147
19.	Locations of Potential Project Impacts	148
20.	CMP Freeway Segment (Mainline) Analysis	151
21.	Proposed Mitigation Measures	154
22.	Effectiveness of Proposed Mitigation Measures	158
23.	Fire Station locations Serving the South Bay Power Center	160
24.	Landfills Potentially Serving the Project Site	176

LIST OF FIGURES

1.	Vicinity Map	44
2.	Site Plan	46
3.	Artist Conception	47
4.	Existing Land Uses	51
5.	Related Projects	53
6.	Faults That May Generate Damaging Earthquakes or Surface Rupture in the Los Angeles Region	64
7.	Air Pollution Sensitive Receptors in the Project Vicinity	77
8.	Typical Noise Levels of Familiar Sources (Acoustical Scale)	88
9.	Recommended Guidelines for Environmental Noise Criteria for Compatible Land Use	90
10.	Noise Measurement Locations and Noise-Sensitive Receptors in the Project Area	91
11.	Looking North Along Western Avenue	98

BOE-C6-0115726

TABLE OF CONTENTS - (Continued)

		Page
12.	View of Project Site Looking Southeasterly from the Corner of 190th Street and Western Avenue	99
13.	View of the Project Site Looking Northwest to 190th Street	100
14.	View Along 190th Street Looking Northwest	101
15.	View Across From the Project Site Looking Northeast Along 190th Street	102
16.	Looking Southwest Towards Toyota Building from the Corner of 190th Street and Western Avenue	103
17.	View Looking West on 190th Street From the Corner of 190th Street and Western Avenue	104
18.	Existing View of Site Looking From Northbound (I-405) Freeway Looking Northwest	105
19.	Existing View of Site Looking From Southbound (I-405) Freeway Looking West	106
20.	Existing View of Site Looking From Northbound (I-405) Freeway Looking West	107
21.	View of Tower From Northbound (I-405) Freeway Looking West	108
22.	View of Tower From Northbound (I-405) Freeway Looking Northwest	109
23.	View of Tower From Southbound (I-405) Freeway Looking West	110
24.	General Plan Land Use Designations	116
25.	Existing Zoning Designations	117
26.	Potential Remediation Areas	125
27.	Study Intersection	130

BOE-C6-0115727

TABLE OF CONTENTS - (Continued)

		Page
28.	Existing Transit Lines	133

Appendix Figures

E-1	Existing Conditions - AM Peak Volumes
E-2	Existing Conditions - PM Peak Volumes
E-3	Future No Project Conditions - AM Peak Volumes
E-4	Future No Project Conditions - PM Peak Volumes
E-5	Project Trip Distribution Percentages Excluding 25% Pass-By Trips
E-6	Future W/Project Conditions AM Peak Volumes
E-7	Future W/Project Conditions PM Peak Volumes

BOE-C6-0115728

I. SUMMARY

A. SUMMARY OF PROPOSED ACTION

This Environmental Impact Report (EIR) addresses the proposed construction of a retail shopping center complex with approximately 810,000 square feet of total building area on a 67.43-acre site. The retail shopping center complex is proposed to support the following uses: 792,000 square feet of retail (consisting of 15 major retail buildings with a 55,000-square foot, 3,500-seat motion picture theater), a 52,725 square-foot supermarket, two shop buildings, totaling approximately 9,000 square feet, and three restaurant pad buildings, totaling approximately 9,000 square feet.

B. LOCATION

The 67.43-acre site is located at the southeastern corner of two major streets, Western Avenue (State Highway 213) and 190th Street, in the City of Los Angeles. This is within the Harbor Gateway District Plan area. The project site borders the City of Torrance along Western Avenue.

C. BACKGROUND OF PROJECT

On June 20, 1995, the applicant filed an Environmental Assessment Form for the proposed project. The Environmental Review Committee evaluated the Initial Study on July 5, 1995, and determined that an Environmental Impact Report would be required and should address the following issues:

- Grading/Drainage/Geologic Hazards
- Air Quality
- Noise
- Light and Glare
- Aesthetics/Views
- Land Use
- Risk of Upset
- Transportation/Circulation
- Driveway/Access
- Service Systems: water, sewer, utilities, solid waste, energy

BOE-C6-0115729

The City Planning Department circulated a Notice of Preparation (NOP) to responsible agencies and interested parties describing the proposed project and requesting comments between August 18, 1995 and September 17, 1995.

A copy of the City Planning Department's Staff Advisory Committee (ESAC) comments are contained in Chapter X of this document.

D. RESPONSES TO NOP / AREAS OF CONTROVERSY

Responses to the Notice of Preparation indicated that transportation and circulation, hazardous substances (subsurface toxic contaminants), police and fire services, land use compatibility, and air quality may also be significant impacts of the proposed project and should be analyzed in depth in the EIR.

E. ALTERNATIVES SUMMARY

Five alternatives to the proposed Harbor Gateway Retail Center project are analyzed in this EIR. Environmental impacts are analyzed for each alternative.

The alternatives to the Harbor Gateway Retail Center project include the following:

ALTERNATIVE A - NO PROJECT

The proposed project would not be implemented and the existing vacant lot, with a 120-foot tall tower, would remain.

ALTERNATIVE B - REDUCTION IN SHOPPING CENTER SQUARE FOOTAGE

This alternative assumes that the square footage of the retail component of the project is reduced by 20%, but the theater component remains the same as the proposed project.

ALTERNATIVE C - PROPOSED SHOPPING CENTER WITHOUT THEATERS

This alternative deletes the theater component from the project but leaves the retail component with the same square footage as the proposed project.

BOE-C6-0115730

ALTERNATIVE D - OFFICE ALTERNATIVE

Under this alternative, the 67.43 acre site would be developed with several mid or high rise office buildings similar to others in the project vicinity. This alternative assumes 1.0 million square feet of general office development, potentially in four buildings of 250,000 square feet.

ALTERNATIVE E - INDUSTRIAL PARK ALTERNATIVE

Under this alternative, the site would be developed at the density of 0.5 Floor Area Ratio (FAR), one third of the allowable 1.5 FAR. Under this assumption, the 67.43 acre site could be developed with 1.56 million square feet of light industrial park type development.

F. SUMMARY OF ENVIRONMENTAL IMPACTS

The following table (Table S-1) is a summary of the adverse impacts associated with the Harbor Gateway Retail Center project, the recommended or code required mitigation measures, and the impacts remaining after the mitigation measures are implemented.

BOE-C6-0115731

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
EARTH		
GRADING		
The grading and construction of the proposed project has been evaluated by a California-registered geotechnical engineer, and was found to be feasible from a geotechnical standpoint, with the implementation of several recommendations/mitigation measures.	Project shall adhere to the recommendations of the geotechnical report and Grading Division of the Department of Building and Safety for foundation, excavation, and subdrain system, etc., as presented below: The areas to receive compacted fill shall be stripped of all vegetation, existing fill, and soft or disturbed soils. The excavated area shall be observed by the soils engineer to ensure that the areas have been stripped prior to placing controlled compacted fill. The proposed building areas should have a minimum of three feet of newly placed fill below the bottom of all foundations. The excavation shall extend at least five feet beyond the edge of foundations or for a distance equal to the depth of fill below the foundations, whichever is greater. The exposed grade shall then be scarified to a depth of six inches, moistened to optimum moisture content, and recompacted to 90 percent of the maximum density. Fill, consisting of soil approved by the soils engineer, shall be placed in compacted layers	With implementation of the recommended measures, no adverse impacts associated with grading are anticipated.
Cumulative Impacts Construction activity in the area would produce traffic congestion, dust and noise nuisances for workers, residents and clientele of businesses in the area and along the haul route. Cumulative impacts could also result from projects in the area that are contaminated from present and past manufacturing/industrial activities because remediation may require removal of the contaminated soil.		

BOE-C6-0115732

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	with suitable compaction equipment. The excavated on-site materials are considered satisfactory for reuse in the controlled fills. Rocks larger than six inches in diameter shall not be used in the fill. The fill shall be compacted to as least 90 percent of the maximum laboratory density for the materials used. The maximum density shall be determined by ASTM D 1557-78 or equivalent. Field observation and testing shall be performed by the soils engineer during grading to assist the contractor in obtaining the required degree of compaction and the proper moisture content. Where compaction is less than required, additional compactive effort shall be made with adjustment of the moisture content, as necessary, until 90 percent compaction is obtained. Utility trenches should be properly backfilled in accordance with the following. The pipe should be bedded with clean sands to a depth of at least one foot over the pipe. The remainder of the backfill may on on-site soil compacted 90 percent per ASTM D-1557.	

BOE-C6-0115733

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	All sites drainage shall be collected and transferred to the street in non-erosive drainage devices. The proposed structures shall be provided with roof drainage. Drainage shall not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall. Drainage shall not be allowed to flow uncontrolled over any descending slope.	
	Fill slopes may be constructed at a 2:1 gradient per the geotechnical engineer's calculations and shall be keyed into native alluvial soils. Keyways should be a minimum of 12 feet wide and 3 feet into native soils as measured on the downslope side. The fill slope shall be either over built and trimmed back to expose the compacted inner core, or the outer ten horizontal feet shall be compacted to a minimum of 92 percent of the maximum density as determined by ASTM D 1557-78 or equivalent.	
	Conventional foundations may bear in newly placed controlled fill. Wall foundations may be designed for a bearing value of 2,500 pounds per square foot, and should be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade and 18	

BOE-C6-0115734

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	inches into the recommended bearing material. Column foundations may be designed for a bearing value of 3000 pounds per square foot, and should be a minimum of 24 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material. Due to a moderate expansion potential for the on-site soils, all foundations shall be reinforced with a minimum of four #4 steel bars. Two should be placed near the top of the footing, and two should be placed near the bottom. Foundations bearing in controlled fill which are to be constructed adjacent to property lines and/or existing structures shall be deepened, as appropriate, to bear below a 1:1 plane or foundation action projected up from the toe of the newly placed controlled fill. Foundations bearing in controlled fill which are to be constructed immediately adjacent to property lines and/or existing structures shall be deepened to bear solely in native soils. Where footing excavations will leave an adjacent structure unsupported, they should	

BOE-C6-0115735

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	be excavated in 8 foot slots by the A-B-C method. If below-grade walls are proposed, a consultant shall be retained in order to recommended a product or method which would provide protection to below grade walls. Retaining walls shall be provided with a subdrain or weepholes covered with minimum of 12 inches of gravel, and a compacted fill blanket or other seal at the surface. Retaining walls may be backfilled with a minimum of 12 inches of gravel adjacent to the wall to within 2 feet of the ground surface. The on-site earth materials, when used for retaining wall backfill, shall be compacted to a minimum of 90 percent of the maximum density as determined by ASTM D 1557-78 or equivalent. Prior to placement of gravel or compacting backfill, City of Los Angeles Department of Building and Safety inspectors shall observe the bottom and subdrain pipe or weep holes behind a retaining wall as certain types of subdrain pipe are not acceptable to the various municipal agencies, prior to purchasing subdrainage pipe, the type and brand of pipe	

BOE-C6-0115736

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	shall be cleared with the proper municipal agencies. Subdrainage pipes shall outlet to an acceptable location. Any required backfill shall be mechanically compacted in layers not more than 8 inches thick, to at least 90 percent of the maximum density obtainable by the ASTM Designation D 1557-70 method of compaction. Flooding shall not be permitted. Proper compaction of the backfill will be necessary to reduce settlement of overlying walks and paving. Some settlement of required backfill should be anticipated, and any utilities supported therein should be designed to accept differential settlement, particularly at the points of entry to the structure. Slabs on grade shall be cast over properly compacted fill materials. Any soils loosened or over-excavated shall be wasted from the site or properly compacted to 90 percent of the maximum dry density. The lower floor slab may be supported directly on the exposed grade, provided the lower floor would not be adversely affected by moisture. During construction, all grading shall be carefully observed, mapped and tested by the project engineer. All grading shall be	

BOE-C6-0115737

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	performed under the supervision of a licensed engineering geologist and/or soils engineer in accordance with applicable provisions of the Municipal Code to the satisfaction of the City Engineer and the Superintendent of Building and Safety.	
	The project shall be constructed in compliance with all applicable specifications of the Los Angeles Building Code.	
	If temporary sidewalk closures are necessary, appropriate covered pedestrian walkways shall be provided.	
	To reduce soil erosion, an erosion control plan shall be prepared by a California-registered Civil Engineer and implemented by the project sponsor.	
	Prior to the pouring of concrete, a representative of the consulting Soils Engineer and the City Building Inspector shall inspect and approve the footing excavations.	
	The Applicant shall have all haul routes for soil to be imported approved by the Superintendent of Building and Safety prior to issuance of grading permits.	

BOE-C6-0115738

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
GEOLOGIC HAZARDS		
The closest active faults to the site are the Newport-Inglewood fault, located approximately 2.6 miles north of the site, and the Palos Verdes fault, located approximately five miles south of the project site. Strong ground shaking would be expected during a major earthquake along active faults in the Los Angeles area, creating a hazard to the proposed structures and occupants. The potential for seismically-induced liquefaction and settlement is low.	The proposed structures shall be designed and built in conformance with the City's Seismic Safety Plan, applicable portions of the Municipal Code and geotechnical reports prepared for the proposed project, subject to approval by the Department of Building and Safety. The project shall conform to criteria set forth in the Recommended Lateral Force Requirements and Commentary by the Structural Engineers Association of California.	As with other areas of Los Angeles, the proposed project would be subject to ground shaking during seismic events. With implementation of the proposed mitigation measures, potential risks would be expected to be reduced to less than significant levels.
Cumulative Impacts Cumulative development will result in a greater concentration of people in the project area exposed to earthquake hazard. The demand for emergency services in the area following a major earthquake would likewise be increased.	To minimize the potential for injury to project occupants, wall hangings, light fixtures, book shelves, suspended ceilings and other objects which could cause personal injury should be securely fastened to structural elements of buildings. To assist in response to a seismic event, an emergency response and building-specific evacuation plan shall be developed for the project and posted on each occupied floor of buildings at the site. The safety officers of companies leasing space in the project should also receive copies of that plan.	

BOE-C6-0115739

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
AIR QUALITY		
PROJECT CONSTRUCTION		
Construction-related activities would result in the increase in local pollutant levels, especially PM_{10} concentrations due to fugitive dust emissions and ROC and NO_x concentrations. PM_{10} emissions would be below the threshold of significance and would not be considered significant. However, ROC and NO_x emissions would exceed the thresholds of significance for these pollutants by 24 pounds and 1,355 pounds, respectively, and would result in a significant impact to sensitive receptors in the project vicinity.	The project sponsor shall adhere to applicable rules and regulations of the SCAQMD to reduce both stationary and mobile source pollutant emissions. All unpaved demolition and construction areas shall be wetted at least twice a day during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Soil binders shall be spread on site, unpaved roads, and parking areas. Ground cover shall be re-established on construction site through seeding and watering. Trucks leaving the site shall be washed off. All equipment shall be properly tuned and maintained. General contractors shall maintain and operate construction equipment so as to minimize	Development of the proposed project would have an adverse effect on local fugitive dust, ROC, and NO_x concentration levels during project construction for approximately one year. Implementation of the mitigation measures would reduce ROC and NO_x concentrations but not to less than significant levels.

BOE-C6-0115740

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	exhaust emissions. During construction, trucks and vehicles in loading or unloading queues would be kept with their engines off, when not in use, to reduce vehicle emissions. Construction activities shall be phased and scheduled to avoid emissions peaks, and discontinued during second-stage smog alerts. Stockpiles of soil, sand and similar materials shall be covered. A temporary wall of sufficient height to reduce windblown dust shall be erected along the perimeter of the construction site. Haul truck staging areas shall be approved by the Department of Building and Safety. Haul trucks shall be staged in non-residential areas with consideration of proximity and potential impact to identified sensitive receptors. The following shall be implemented to reduce construction-related traffic congestion: • Rideshare incentives shall be provided. • Transit incentives for construction personnel shall be provided.	

BOE-C6-0115741

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	• Construction parking shall be configured to minimize traffic interferences. • Obstruction of through-traffic lanes shall be minimized. • A flagperson shall be provided to guide the traffic properly. • Operations affecting roadways for off-peak traffic hours shall be scheduled.	
PROJECT OPERATION		
Project-related emissions resulting from stationary and mobile sources would exceed the thresholds of significance for CO, ROC and NO_x by 4,250 pounds, 345 pounds, and 275 pounds, respectively, which would result in a significant impact on air quality.	The project shall be designed and operated to conserve energy as required by the Department of Water and Power, Southern California Gas Company, and/or other appropriate agencies.	Operational project emissions, including both stationary and mobile source emissions, would have a significant adverse effect on CO, ROC, and NO_x levels. Implementation of the mitigation measures would reduce these emissions but not to less than significant levels.
Cumulative Impacts		
Operational emissions from cumulative development including the Harbor Gateway Retail Center project would total approximately 22,130 lbs/day of CO, 2,095 lbs/day of ROC, 1,980 lbs/day of NO_x, and 230 lbs/day of PM_{10}. These emissions would contribute to high pollutant levels projected for the region.	Access to existing and/or future downtown public transportation systems, transit stops, and pedestrian walkway systems shall be incorporated into the design of the project, subject to requirements of responsible agencies. Air filtration systems designed for the proposed project shall be required to reduce adverse impacts on project employees.	

BOE-C6-0115742

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	The following shall be implemented to limit emissions from vehicle trips and roadway construction: • Commuter transit incentives shall be provided. • A program of alternative work schedules shall be established. • The movement of goods shall be scheduled during off-peak traffic hours. • Local shuttle and regional transit systems shall be provided. • Dedicated turn lanes shall be provided as appropriate. • Transit shelters shall be provided. • Bicycle lanes, storage areas and other amenities shall be provided. • Project occupants shall comply with SCAQMD Rule 2202, which applies to any employer who employs 100 or more employees on a full or part-time basis at a worksite. This rule, which aims to reduce volatile organic compounds (VOCs), NO_x and CO, provides employers with a menu of options that they can choose from to	

BOE-C6-0115743

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	implement and meet the emission reduction target for their worksite.	
NOISE		
PROJECT CONSTRUCTION		
Construction of the proposed project would generate intermittent high noise levels on and adjacent to the development site during construction which may take up to one year. However, since there are no sensitive receptors in the immediate vicinity of the project site, construction noise impacts to nearby uses, which consist of commercial and industrial uses, would not be significant.	The project shall comply with the City of Los Angeles Noise Ordinance, Nos. 144,331 and 161,574. Construction shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday and between 8:00 a.m. and 6:00 p.m. on Saturday. The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices. Temporary noise barriers, such as wooden barrier walls, mufflers, and noise attenuating devices shall be employed to reduce noise generated during construction.	No significant adverse noise effects are anticipated to result from the construction of the proposed project.
PROJECT OPERATION		
Project-generated traffic would increase local traffic noise levels by one dBA or less. An increase of at least three dBA is necessary before a change in the ambient noise	None required.	No significant adverse noise effects are anticipated to result from the operation of the proposed project.

BOE-C6-0115744

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
environment is discernible and thereby considered significant; therefore, no significant increases would be anticipated as a result of the proposed project. Estimated noise levels at project buildout would remain "normally acceptable" to commercial and industrial uses immediately adjacent to the project site.		
Cumulative Impacts		
Cumulative (1998) peak hour traffic noise without the proposed project would be within the "normally acceptable" range for commercial and industrial uses. No significant increases (increases of less than three dBA) are anticipated to result from cumulative development in the project area.		
AESTHETICS		
VISUAL IMPACTS		
Implementation of the proposed project would result in a substantial change in the aesthetics of the predominately undeveloped site. The most striking change would be the introduction of a 120-foot tall monument tower, visible from the I-405 freeway and surrounding area. While this type of signage	The City shall require design review including a landscaping plan, architectural design and building materials prior to approval of building permits. Proposed project plans shall be subject to review and approval by the decision-makers.	With implementation of the mitigation measures identified in this section, visual impacts resulting from the proposed project would not be anticipated to be significant.

BOE-C6-0115745

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
would be new to the immediate area, it is typical of other signage along the I-405 corridor. Further, the tower would be located approximately where the existing 120-foot tall tower currently stands, and would represent an aesthetic improvement over its continued existence. The project would represent a substantial improvement in the aesthetic appearance of the project site. However, the visual character of the commercial retail development would be of a different nature than the office/ research and development park uses in the vicinity, such as the Toyota headquarters. Sensitive architectural treatment along Western Avenue, including articulated walls, windows, landscaping, and other features would minimize any potential impacts on that facility. Cumulative Impacts With the exception of projects in the immediate vicinity of each other, visual impacts are typically independent of other projects; therefore, the project would not result in any cumulative visual impacts with distant projects.	Paving materials, as approved by the City for the pedestrian/vehicular corridors, shall be of materials, color, and design to clearly denote the separation, merging, and/or intersection of pedestrian and vehicular traffic. A landscaping plan shall be prepared, including a street tree plan, by a licensed California landscape architect. All landscaped areas shall be maintained in a first class condition at all times. Any plants that die shall be replaced on a one for one basis. Selection of appropriate tree species shall be subject to approval by the Street Tree Division of Public Works Department. Rooftop structures shall be screened from view and utilities should be installed underground, where feasible. Architectural design shall be reviewed by the decision-makers. Additional setbacks and architectural treatment may be required to reduce the effect of structural massing along Western Avenue. A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting)	

BOE-C6-0115746

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
However, another major commercial development is being contemplated for the McDonnell Douglas site, adjacent to the project site. In combination with the proposed project, the McDonnell Douglas development would intensify the introduction of a commercial/retail visual character to the area, which would be of a different nature than the office/research and development park uses in the vicinity, such as the Toyota headquarters. In addition, the two sites could result in sharply contrasting visual qualities, unless each is required to consider the other development during their design phases.	shall be planted for every four surface parking space. The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb and landscape. Automatic irrigation plan shall be approved to the satisfaction of the City Planning Department. The proposed project shall be designed to ensure physical and functional compatibility of adjoining land uses, including the McDonnell Douglas property. The design shall be considered by the decision-maker to ensure functional compatibility between the project and other proposed developments in the immediate area. Consideration shall be given to physical connectors between the proposed projects (e.g. pedestrian walkways, open space corridors, etc.).	
LIGHT AND GLARE		
The proposed project would not include any buildings with highly-reflective materials; therefore, daytime glare is not anticipated to increase. The project entry, monument tower, and parking areas are proposed to be illuminated during the nighttime hours. The project would result in increased ambient	All lighting shall be directed on site and light sources shall be shielded so as not to be intrusive to surrounding properties. Potential glare impacts along Western Avenue and 190th Street shall be minimized through the use of strategic landscaping.	With implementation of the mitigation measures, light and glare impacts would not be anticipated to be significant.

BOE-C6-0115747

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
nighttime illumination in the area; however, all exterior lighting would be directed onto the site, with no floodlighting seen directly by any nearby sensitive receptors. Therefore, significant light and glare impacts are not anticipated for the project.		
Cumulative Impacts		
With the exception of projects in the immediate vicinity of each other, light and glare impacts are typically independent of other projects; therefore, the project would not result in any cumulative light and glare impacts with distant projects.		
However, the McDonnell Douglas development, adjacent to the project site, would contribute to cumulative light and glare impacts with the proposed project. In combination with the proposed project, the McDonnell Douglas development could increase the ambient nighttime illumination in the area; however, as with the proposed project, all exterior lighting would be directed onto the site, with no floodlighting seen directly by any nearby sensitive receptors.		

BOE-C6-0115748

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
LAND USE		
The project would be in conformance with current adopted General Plan land use designations, existing zoning for the site, and the intent of the General Plan Framework. Implementation of the project would introduce a major commercial development in an area historically concentrated with heavy industrial uses. This area has been in transition to light industrial and office uses for several decades; the conversion of this site to commercial retail uses would be a departure from this transition. However, there would be no inherent incompatibilities between adjacent industrial and offices uses and the proposed commercial development on the site.	The proposed project shall be designed to ensure physical and functional compatibility of adjoining land uses, including the McDonnell Douglas development. The design shall be considered by the decision-maker to ensure functional compatibility between the project and other proposed developments in the immediate area. Consideration shall be given to physical connectors between the proposed projects (e.g. pedestrian walkways, open space corridors, etc.).	No significant adverse land use impacts are anticipated as a result of the proposed project.
The proposed project would be consistent with the General Plan Framework's designation of the site within a Regional Center, and would provide substantial retail services to the surrounding area, which includes the neighboring industrial and office uses, nearby residential areas, and the regional demand for retail services.	Future development of the project site shall be subject to the following findings (or overriding considerations): 1) that the project is consistent with the intent, goals, and objectives of the Harbor Gateway Community Plan; 2) that the project will not result in a precedent setting land use, intrusive or incompatible with existing land uses; 3) that the project will not significantly impact the ambient neighborhood environmental character; and,	

BOE-C6-0115749

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
Cumulative Impacts In combination with the proposed project, the McDonnell Douglas development would intensify the introduction of commercial retail uses to the historically industrial area, and the departure from the area's transition to light industrial and office uses. However, as discussed above, there would be no inherent incompatibilities between adjacent industrial and offices uses and the proposed commercial development of the two sites.	4) that the project is consistent with applicable General Plan Elements (i.e. Circulation, Housing, Open Space, etc.).	
HUMAN HEALTH/RISK OF UPSET		
Previous uses at the site resulted in major contamination of the soils on-site. Soils remediations are currently being implemented under the direction of DTSC. Construction of the proposed project will start subsequent to certification by the DTSC that remediation has been completed in compliance with all applicable Federal, State, and local regulations and in accordance with all approved work plans. As a result, public exposure to hazardous materials and/or wastes associated with the existing site conditions is not anticipated to occur.	Certification by the DTSC that remediation has been completed in compliance with all applicable Federal, State, and local regulations and in accordance with all approved work plans will be required prior to initiation of construction of the project.	Implementation of the proposed project is not anticipated to create any adverse effects to human health or pose any health risks in the event of upset conditions.

BOE-C6-0115750

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
Cumulative Impacts Cumulative impacts to human health could result from other projects in the area that may be contaminated from present and past manufacturing/industrial activities. However, mitigation measures identified for each cumulative development would reduce impacts to human health and safety to less than significant levels.		
TRANSPORTATION, CIRCULATION, DRIVEWAY/ACCESS		
The addition of project related-trips (with cumulative projects) would result in significant impacts to three locations during the AM peak hour period and 21 during the PM peak hour period. The three intersections impacted during the AM peak hour are also impacted during the PM peak hour, so overall 21 intersections would be significantly impacted.	The project applicant shall develop a TDM program in accordance with the City of Los Angeles TDM Ordinance No. 168,700. Given that the proposed development is primarily a retail project, it will be difficult to develop a TDM program that will significantly reduce customer trips, so the TDM program will largely be oriented toward a reduction of trips by employees, which are a small percentage of peak hour trips. The project could, however, implement the following types of measures to encourage customers to use alternate modes to access the site: install bicycle racks on the site, provide a transit information kiosk, provide carpool/vanpool spaces in employee parking	Implementation of the mitigation measures would reduce the number of impacted intersections from 21 to 8. However, the City of Los Angeles does not require developments to purchase additional right of way to implement mitigation measures. Only those measures which can be accomplished within existing right of way are deemed as feasible. Due to the built out nature of the South Bay study area, there are some locations where additional widening within the existing right of way is not feasible. At five locations, no feasible mitigation measures could be identified within existing right of way.
Cumulative Impacts Ambient and cumulative growth would result in 11 intersections operating at LOS E or F during the weekday AM peak period and 16 intersections during the PM peak period		

BOE-C6-0115751

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
without the project. Cumulative growth will significantly impact traffic conditions along Artesia Boulevard and in the vicinity of the I-110 southbound ramps near the City of Carson primarily due to the Metro 2000 Outlet and the Carson Town Center.	areas, or install an attractive bus shelter at the bus stop in front of the project site. The level of trip reduction anticipated in the PM peak hour due to the TDM program would not be expected to be significant enough to reduce project impacts at any of the signalized intersections where impacts were identified. The project applicant shall encourage Gardena and Torrance Transit to continue to provide transit service adjacent to the project and to consider enhanced service when the Harbor Gateway Retail Center is fully built and occupied. The level of trip reduction anticipated in the PM peak hour due to the TDM program would not be expected to be significant enough to reduce project impacts at any of the signalized intersections where impacts were identified. The types of measures that shall be implemented to encourage transit ridership include the following: • Installation of covered bus shelters at the bus stops along the project frontage on 190th Street. (Note: The Gardena Transit Line on Western Avenue runs, southbound only, so the stops are on the west side of the street, not along the project frontage.)	

BOE-C6-0115752

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	• Installation of an information kiosk(s) with transit services displayed and route maps available. The South Bay Traffic Signal System Project is a long-range plan to interconnect traffic signals throughout the South Bay Area and tie them into traffic control centers. The system spans 23 jurisdictions, including the City of Los Angeles, and will provide significant improvement in traffic operations at signalized intersections. The first phase of the system is currently being installed along Western Avenue adjacent to the project site. The City of Los Angeles Automated Traffic Surveillance and Control (ATSAC) System, which is similar to the system being installed in the South Bay Area, has been shown to provide a 7% increase in capacity at intersections. LADOT calculates the benefits of installation of an ATSAC-type signal system as a 0.070 improvement in the V/C ratio at intersections. For such an improvement to be included as a mitigation measure for a development project, the project proponent must agree to fund the installation of the signal system improvements at a cost of $69,000 per intersection (based on 1998 installation). Many of the intersections where the Harbor	

BOE-C6-0115753

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	Gateway Retail Center is forecast to have an impact are already included in the South Bay Signal System. The following intersections are not now included in the signal system and should be tied into the system as mitigation measures for the Harbor Gateway Retail Center: • Hamilton Ave./Torrance Blvd. • Hamilton Ave./I-1010 SB On-off ramps • Crenshaw Blvd./190th Street The contribution of $207,000 toward the installation of signal system improvements at these three locations will fully mitigate project impacts at the Hamilton Avenue/I-110 SB On-off ramps and at Crenshaw Boulevard/190th Street, but only partially mitigates the impact at Hamilton Avenue/ Torrance Boulevard (it is reduced from 1.129 to 1.059). Although the intersection of Normandie Avenue/Carson Street is not significantly impacted by the proposed project, a traffic signal operational improvement is proposed at this location to offset the impacts at other locations where no improvements are feasible. The proposed improvement is the addition of east-west left-turn phasing to the existing signalized intersection. This mitigation	

BOE-C6-0115754

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	measure will implement a project that LADOT has been wanting to implement, but for which funding has not been available. **Normandie Avenue and 190th Street** - Adding an additional left-turn lane on eastbound 190th by removing the median island and replacing the railroad gates (contingent on PUC approval will fully mitigate project impacts at this location) will decrease the V/C ratio to 0.867 (LOS D). **Vermont Avenue and 190th Street** - Restriping the northbound leg of Vermont avenue to add an additional right-turn-only lane (decreasing the width of the through travel lanes to 11 ft.) will decrease the V/C ratio to 1.053 (LOS F). **Vermont Avenue and Torrance Boulevard** - Restriping the southbound segment to provide a right-turn-only lane on Vermont Avenue will decrease the V/C ratio to 0.828 (LOS D). **Vermont Avenue and Carson Street** - Restriping the southbound approach to the intersection to provide a right-turn-only on Vermont Avenue will decrease the V/C ratio to 0.904 (LOS E).	

BOE-C6-0115755

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	Hamilton Avenue and Torrance Boulevard - Several improvements at this intersection will decrease the V/C ratio when the project is completed to 0.878 (LOS D). These are the addition of a separate left turn phase to the eastbound direction on Torrance Boulevard (providing a protected left turn phase for vehicles turning onto Hamilton Avenue bound for the 110 freeway ramp), restriping the existing lanes on Hamilton to provide a second left turn lane, and upgrading the signal controller to enable it to be connected to the South Bay Signal system.	
	Western Avenue and the I-405 northbound ramps - With approval from Caltrans, by widening the existing ramp (it is currently 28 feet wide), it can be restriped to provide two left turn lanes and one right turn lane (this would add an additional left turn lane.) Redesign of the existing median and shoulder for the westbound direction will be required. This will decrease the V/C ratio to 0.818 (LOS D).	
	The I-405 southbound ramps at 190th Street - With approval from Caltrans, by widening the existing ramp (it is currently 28 feet wide), it can be restriped to provide two left turn lanes and one right turn lane (this	

BOE-C6-0115756

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	would add an additional left turn lane.) Redesign of the existing median and shoulder for the westbound direction will be required. This will decrease the V/C ratio to 1.133 (LOS F).	
	Western Avenue and 190th Street - Along the project frontage, by utilizing right-of-way provided by the project, an additional right-turn-only lane can be added in the northbound direction. These improvements will ultimately improve access to and from the project site but do not decrease the V/C ratio because the northbound right-turn volume is not one the critical movements at the intersection.	
	Western Avenue and 195th Street - To improve access and decrease the V/C ratio at this intersection, an additional southbound left turn lane leading into the project should be added. This dual left configuration will operate on a separate protected phase to allow access to the project. To improve access for vehicles traveling northbound on Western Avenue, widening along the project frontage to add an additional right-turn-only lane at the project entrance is recommended. At the exit driveway from the project, providing two lanes to improve the egress of vehicles will	

BOE-C6-0115757

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	decrease the V/C even further. All of the proposed mitigation measures will improve the V/C ratio when the project is built, decreasing it to 0.685 (LOS B). **Western Avenue and Del Amo Boulevard** - The proposed mitigation measures associated with this project are to add an additional northbound through lane by restriping the existing roadway. In the eastbound direction, the entire intersection should be restriped to provide dual left turn bays heading toward the project. This is in anticipation that Del Amo Boulevard will be extended to become continuous between Western Avenue and Crenshaw, thus providing an additional east-west access route to the project site. This mitigation measure will decrease the V/C ratio to 0.780 (LOS C), fully mitigating the impact. **Western Avenue and Sepulveda Boulevard** - Adding a right-turn-only lane (only restriping is needed) at the southbound approach on Western Avenue will decrease the V/C ratio to 1.078 (LOS F), fully mitigating the project impact. **Crenshaw Boulevard and the I-405 southbound Off-On ramps** - Upon obtaining	

BOE-C6-0115758

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	approval from Caltrans, the ramps can be expanded to provide two exclusive right turn lanes instead of one and one left turn lane. This improvements should decrease the V/C ratio to 1.085 (LOS F), fully mitigating the project impact. **I-110 northbound on-ramp at 190th Street** - Restriping the eastbound approach to provide dual left-turn lanes to the ramps will decrease the V/C ratio to 0.586 (LOS A), fully mitigating the project impact. The inside left-turn lane will be designated as an HOV lane because it feeds traffic to the HOV bypass lane on the on ramp.	
PUBLIC SERVICES		
FIRE PROTECTION		
The proposed project would have an incremental impact on fire protection and emergency services. In order to maintain current service levels, additional personnel and equipment may be needed.	The project shall comply with Fire Department requirements, including a fire flow of 6,000 gallons per minute. In order to mitigate the inadequacy of fire protection in travel distance, sprinkler systems will be required throughout any structure to be built, in accordance with the Los Angeles Municipal Code 57.09.07.	With implementation of mitigation measures, adverse effects would be reduced but not eliminated.
Cumulative Impacts		
The development of the proposed project, along with other approved and planned		

BOE-C6-0115759

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
projects in the immediate area, may result in the need for the following: • Increased staffing for existing facilities. • Additional fire protection facilities. • Relocation or expansion of present fire protection facilities.	Access for Fire Department apparatus and personnel to and into all structures shall be required. At least two different ingress/egress roads for each area, that will accommodate major fire apparatus and provide for major evacuation during emergency situations shall be required. Fire lanes, where required, and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required. Plot plans that show the access roads and/or the turning areas shall be submitted for Fire Department approval. The width of all private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky. Additional vehicular access may be required by the Fire Department where buildings exceed 28 feet in height. Entry gates will be built to City standards to the satisfaction of the City Engineer and the Fire Department.	

BOE-C6-0115760

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	All first story portions of any commercial or industrial building must be within 300 feet of an approved fire hydrant. Adequate off-site public and on-site private fire hydrants may be required. Their number and location will be determined after the Fire Department's review of the plot plan. The project shall comply with all applicable state and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles (C.P.C. 19708).	
POLICE SERVICES		
The proposed project would have a significant impact on police services in the Harbor Area. The Police Department estimates that approximately 2,423 persons would occupy the project during any given time period. In order to maintain current levels of police service in the Harbor Area, additional officers would be needed.	Private security guards shall be used to monitor and patrol the project site during project construction and operation. Entryways, elevators, lobbies, and parking areas shall be illuminated and designed with minimum dead space to eliminate areas of concealment. The project applicant shall consult with the Los Angeles Police Department Crime Prevention Unit on design and	When fully occupied, the proposed project is expected to increase the need for police protection services. Project implementation would result in a significant adverse impact. With implementation of mitigation measures, adverse effects would be reduced but not eliminated.

BOE-C6-0115761

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
Cumulative Impacts The proposed project would contribute to a cumulative effect on the provision of police services to the area. Cumulative projects would increase the daytime and evening population in the Harbor Area, resulting in an increase of police-related problems such as increases in traffic, additional parking demand, and increases in occurrences of petty theft, and theft from automobiles.	implementation of a security plan for the project, prior to obtaining a building permit. Upon completion of the project, the project applicant shall provide the Harbor Area Commanding Officer with a diagram of each of the buildings involved in the project. The diagram should include access routes, building numbers and any additional information that might facilitate police response. The project sponsor is willing to negotiate the placement of a police sub-station within the center to serve the immediate area. Size and location requirements of the substation and a potential location within the proposed building massing would need to be discussed.	
ENERGY CONSERVATION		
PROJECT CONSTRUCTION		
Construction of the Harbor Gateway Retail Center project would require both direct and indirect expenditures of energy. Construction of the proposed project would require approximately 761.4 trillion BTUs of direct energy.	None required.	No significant adverse impacts to energy usage are anticipated during project construction.

BOE-C6-0115762

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
PROJECT OPERATION		
Buildout of the Harbor Gateway Retail Center project would result in the consumption of approximately 13.2 million kWh of electricity, 28.2 million cubic feet of natural gas and 2.8 million gallons of vehicular fuel annually. Energy at the site would be sufficiently provided by LADWP and the Gas Company; both agencies do not anticipate any significant impact on their services.	Compliance with Title 24, established by the California Energy Commission regarding energy conservation standards. The standards relate to insulation features that shall be incorporated into the design of the proposed project. Consultation with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures that could be incorporated into the design of the project.	Implementation of the proposed project is not anticipated to result in a significant adverse impact on energy supply.
Cumulative Impacts Implementation of the proposed project and cumulative projects would increase energy consumption by approximately 66.3 million kWh of electricity, 175.2 million cubic feet of natural gas, and 14.2 million gallons of vehicular fuel annually.	Ensure that buildings are well-sealed to prevent outside air from infiltrating and increasing interior space conditioning loads. Design building entrances with vestibules to restrict infiltration of unconditioned air and exfiltration of conditioned air. Finish exterior walls with light-colored materials with high emissivity characteristics to reduce cooling loads. Finish interior walls with light-colored materials, except where dark colors are preferable for aesthetic effect, to reflect more light and thus increase lighting efficiency.	

BOE-C6-0115763

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	Design window systems or use other means to reduce thermal gain and loss and thus cooling loads during warm weather and heating loads during cool weather.	
	Install fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible.	
	Install high-efficiency lamps for all loading and unloading docks and parking area lighting to reduce electricity consumption.	
	Recycle lighting system heat, for space heating during cool weather. Exhaust lighting system heat from the buildings, via ceiling plenums, to reduce cooling loads in warm weather.	
	Install low- and medium-static-pressure terminal units and ductwork to reduce energy consumption by air distribution systems.	
	Cascade ventilation air from high-priority areas to low-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors to mechanical spaces before being exhausted.	

BOE-C6-0115764

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	Install high-efficiency air conditioning controlled by a computerized energy-management system in the retail spaces which provides the following: • A variable air-volume system which results in minimum energy consumption and avoids hot water energy consumption for terminal reheat; • A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods; • Sequentially staged operation of air-conditioning equipment in accordance with building demands; and • The isolation of air conditioning to any selected floor or floors. Consider the applicability of the use of thermal energy storage to handle cooling loads. A performance check of the installed space-conditioning system should be completed by the developer/installer prior to issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the project operate as designed.	

BOE-C6-0115765

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	Install thermal insulation in walls and ceilings which exceeds requirements established by the California Code of Regulations. Install time-controlled interior and exterior public area lighting limited to that necessary for safety and security. Incorporate windowless walls or passive solar inset of windows into the project for appropriate exposures. Design project to focus pedestrian activity within sheltered outdoor areas. Use natural ventilation wherever possible.	
PUBLIC UTILITIES		
WATER		
The Harbor Gateway Retail Center project would require an estimated 132,680 gallons of water per day or 48.43 million gallons of water annually. According to Dominguez Water Corporation, this consumption rate translates to between 300 to 500 G.P.M., which is well under the water supply capability that would be provided by LADWP and Dominguez Water Corporation.	The project shall comply with the City's Water Conservation Regulations defined in Ordinance No. 165,004 (Ordinance No. 163,532 has been amended by Ordinance 164,093 and 165,004). As mandated by the City Los Angeles Ordinance No. 165,004, the project shall include ultra-low flush toilets, taps and showerheads to reduce water consumption. Plumbing fixtures which reduce potential water loss due to excessive	Implementation of the proposed project is not anticipated to result in a significant adverse impact on water services in the area.

BOE-C6-0115766

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
Cumulative Impacts Cumulative development in addition to the Harbor Gateway Retail Center project could result in a demand for approximately 529.51 million gallons of water annually.	wear of washers shall be selected. Automatic sprinklers for landscaping shall be set to irrigate landscaping during nighttime or early morning hours to reduce water loss from evaporation. Sprinklers shall be reset to water less often in cooler months and during the rainfall season so that water is not wasted by excessive landscape irrigation. In compliance with the Xeriscape Ordinance (No. 165,004), drought tolerant landscaping shall be used on the site (landscape plan to be approved by Department of City Planning). Reclaimed water shall be investigated be investigated as a source to irrigate large landscaped areas. Recirculating hot water systems shall be installed to reduce water waste in long piping systems where water must be run for considerable periods before hot water is received at the outlet. The project shall comply with Fire Department requirements, including a fire flow of 6,000 gallons per minute and adequate flow for the project itself. Design of such improvements as may be required shall	

BOE-C6-0115767

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
	be to the satisfaction of the Department of Water and Power.	
SEWAGE		
The Harbor Gateway Retail Center project would have an average wastewater flow rate of approximately 115,380 gallons per day (gpd) or 42.11 million gallons annually.	The project shall comply with requirements of the City's Sewer Ordinance No. 164,964, and any subsequent ordinances.	Implementation of the proposed project is not anticipated to result in a significant adverse impact on sewer services in the area.
Cumulative Impacts	The California Regional Water Quality Control Board requires that a written confirmation be obtained from the Planning and Scheduling Department, Bureau of Engineering, stating that there will be available sewage treatment capacity at the time of connection. A copy of this letter shall be sent to the RWQCB prior to issuance of a Building Permit.	
Cumulative development in addition to the Harbor Gateway Retail Center project could result in the generation of wastewater flow of approximately 384.13 million gallons annually.	A dual plumbing system shall be installed to feed into a city-wide conveyance system for non-drinking water uses (landscaping) subject to approval of the Department of Public Works and County Department of Health Services conditions. This system shall be constructed when a non-drinking water line is installed adjacent to the site.	

BOE-C6-0115768

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
STORM DRAINS		
Storm water characteristics are not expected to be altered by development activities. However, some alterations to existing drainage patterns could occur. The project would involve developing a surface design to carry surface runoffs toward the existing storm drain system. Approximately 70.9 cubic feet per second (cfs) would be directed easterly to an existing storm drain running along the eastern boundary of the project site, and approximately 107.5 cfs would be directed northerly toward two storm drains along 190th Street.	Project must adhere to the recommendations of the geotechnical report and Grading Division of the Department of Building and Safety for foundation, excavation, and subdrain system, etc. The project must comply with the requirements of an NPDES permit for storm water discharge and with guidance and policies of the Regional Water Quality Control Board, EPA, and local agencies.	With implementation of the mitigation measures, no adverse effects are anticipated to result from the proposed project.
Cumulative Impacts		
No significant cumulative impacts on stormwater drainage, hydrology and water quality are anticipated from implementation of the proposed project and other related projects in the vicinity.		
SOLID WASTE		
The Harbor Gateway Retail Center would generate approximately 4,050 pounds of solid waste per day or 739.13 tons annually. It is anticipated that private haulers can adequately	The project shall comply with the City of Los Angeles Integrated Waste Management Plan prepared pursuant to AB939 which requires cities in California to reduce solid waste	Implementation of the mitigation measures identified in this section would reduce solid waste generation. However, project-generated waste would still contribute to the ultimate

BOE-C6-0115769

TABLE S-1: SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES - (Continued)

Project Impacts	Recommended or Code Required Mitigation Measures	Adverse Impacts After Mitigation
service the project site. However, any new development, including the proposed project, would exacerbate an already serious disposal capacity shortfall. Solid waste generated by the proposed project may displace the wastes that are already coming to the landfill, accelerate the closure of that landfill, or cause a more distant disposal site to be used. As a result, the proposed project could have a significant cumulative impact on solid waste management in the County.	generated by 25% in 1995 and 50% in 2000 by implementing a recycling program to reduce the volume of solid waste generated by project.	exhaustion of the lifespan of Bradley West, BKK, Azusa Western, or El Sobrante Landfill, which could result in a significant impact.
Cumulative Impacts	Recycling shall be included in the design of the project by reserving space for facilities to support recycling, such as adequate storage area and access for recycling vehicles. The proposed project shall incorporate storage and collection of recyclables into the project design. Additionally, refuse collection contract shall include collection of recyclables.	
Cumulative development in addition to the Harbor Gateway Retail Center project would result in the generation of approximately 69,350 pounds of solid waste per day or 12,465 tons per year.	All occupants shall be encouraged to recycle, at a minimum, newspaper, glass, bottles, aluminum and bimetal cans.	

BOE-C6-0115770

II. PROJECT DESCRIPTION

A. APPLICANT'S OBJECTIVES

The project applicant, Lockheed Martin Corporation, proposes to construct a retail shopping center complex on a site previously occupied by an aluminum company. The applicant's objectives include the following: 1) to convert the site from a defense-industry related use into an economically viable commercial use and thus realize a profit from the site. 2) to allow the City of Los Angeles to become more competitive with adjoining cities for commercial development, and 3) to address the demand for community services, such as supermarkets, in the Harbor Gateway area, where only four percent of the uses are commercial.

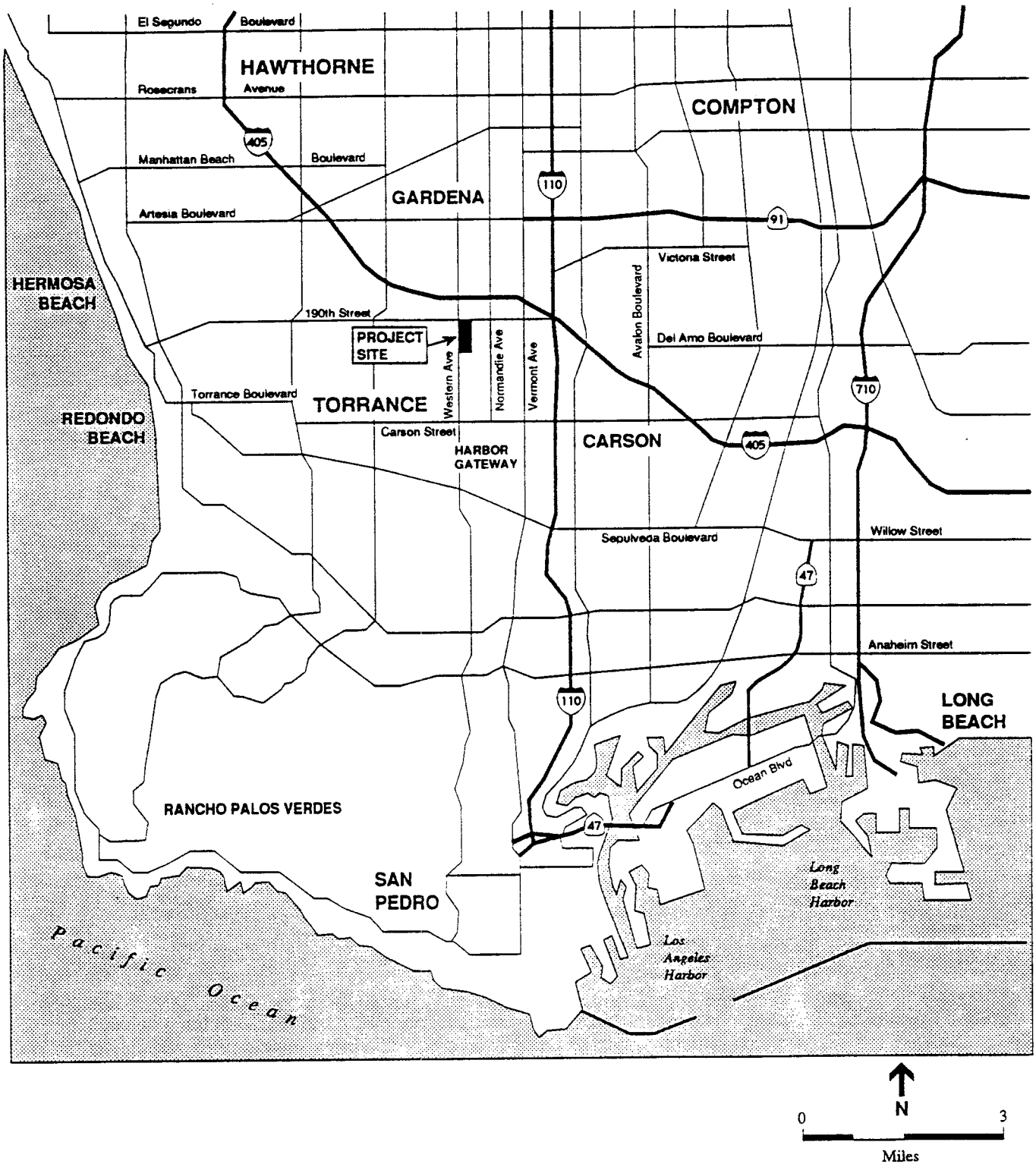
B. PROJECT LOCATION

The 67.43-acre site is located at the southeastern corner of two major streets, Western Avenue (State Highway 213) and 190th Street, in the City of Los Angeles. This area is called the Harbor Gateway District. The project site borders the City of Torrance along Western Avenue (see Figure 1).

The project site is currently vacant; most of the structures on the site have been demolished, with demolition and clearing activities continuing. Historically, the site was the location of an aluminum extrusion facility, dating back to World War II. The project site is located in a historically industrial area, with residential areas located approximately 1,200 feet to the south and north of the San Diego Freeway (I-405).

The site is bordered on the north by 190th Street; several commercial office buildings are located along the north side of 190th Street across from the site. The west side of the side is bordered by Western Avenue, with Toyota Motor Company's American headquarters located across the street. The site is bordered on the south and east by industrial property; the eastern property is owned by McDonnell Douglas, which is proposing redevelopment of their property with commercial retail, office, research and development, and light industrial uses.

BOE-C6-0115771



Western / 190th Street Shopping Center / 950161 ■

SOURCE: Environmental Science Associates.

Figure 1
Vicinity Map

C. PROJECT CHARACTERISTICS

The proposed project involves the development of a retail shopping center complex with approximately 810,000 square feet of total building area. The retail shopping center complex would consist of 15 major retail buildings (buildings M1 through M15 on the proposed site plan shown in Figure 2), which total approximately 792,000 square feet, including a 55,000-square foot, 3,500-seat motion picture theater (building M12) and a 52,725 square-foot supermarket (building M6), two shop buildings (buildings S1 and S2), which total approximately 9,000 square feet, and three restaurant pad buildings (buildings P1, P2 and P3), which total 9,000 square feet. Figure 3 illustrates the artist's conception of the proposed project.

Vehicular access to the project site is proposed from Western Avenue and 190th Street. Vehicle traffic would enter and exit the project using one of six driveways - three on Western Avenue and three on 190th Street, as shown on the site plan. The proposed project would provide a total of 4,439 parking spaces.

D. PROJECT SCHEDULE

Project construction is tentatively scheduled to start in early 1997 with completion in late 1997.

E. DISCRETIONARY REVIEW

Discretionary review and action may include permits for vesting tentative tract map, alternatively conditional use approval for major projects, site plan review, conditional use approval for sale of alcohol, buildings permits, grading permits, and possible variance for shared parking approval. Additional discretionary approvals may include haul route approval, sewer connection permit, and permits to install public utilities.

Approvals from the Department of Building and Safety would be required for activities that may include demolition, excavation, grading, foundation, building and mechanical permits, the haul route for the export and/or import of soils, grading material, and debris.

F. PREVIOUS ENVIRONMENTAL REVIEW

All previous environmental reviews conducted for the project site are associated with the closure of the aluminum and titanium extrusion facility. A draft Negative Declaration addressing closure

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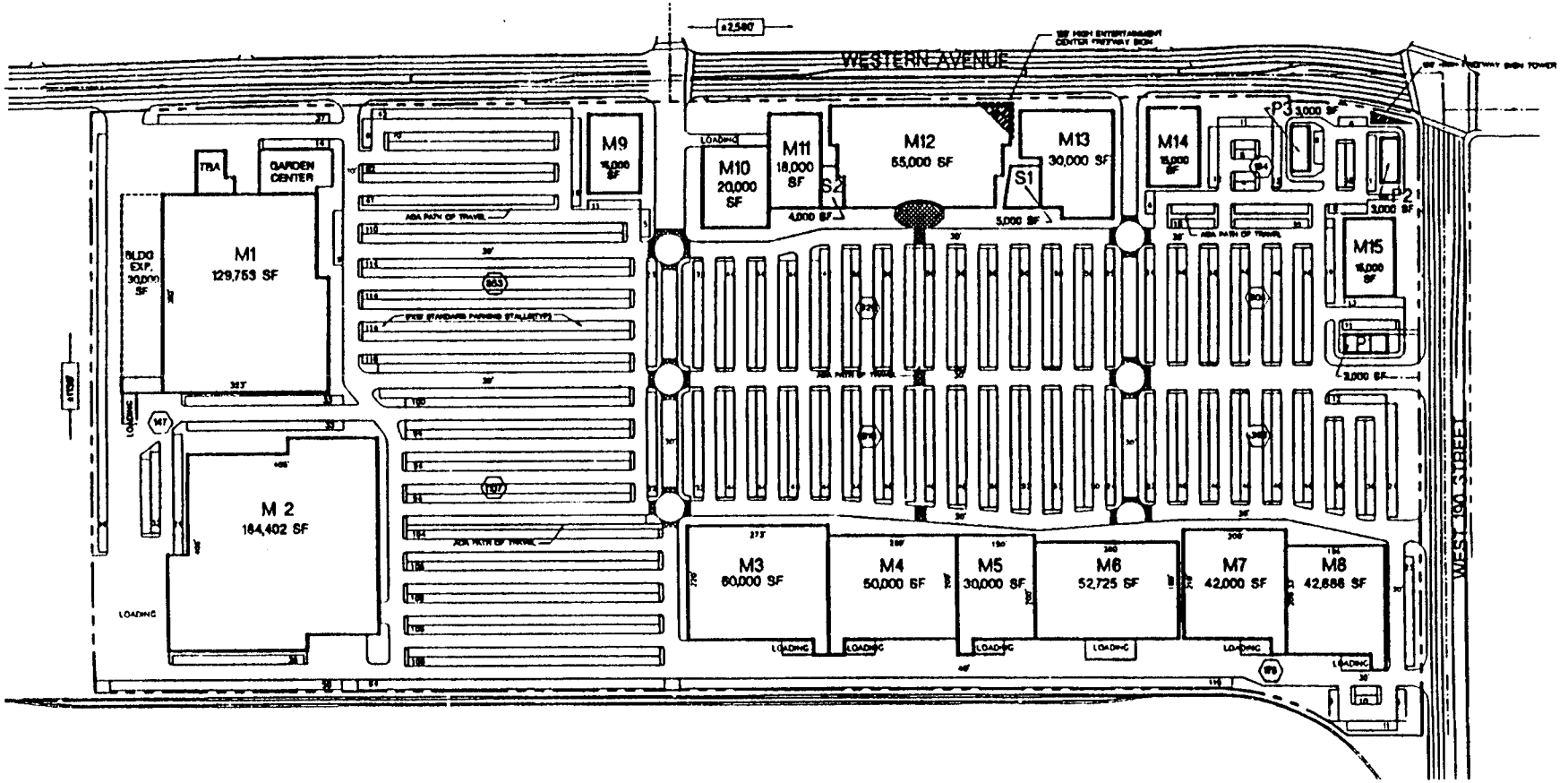
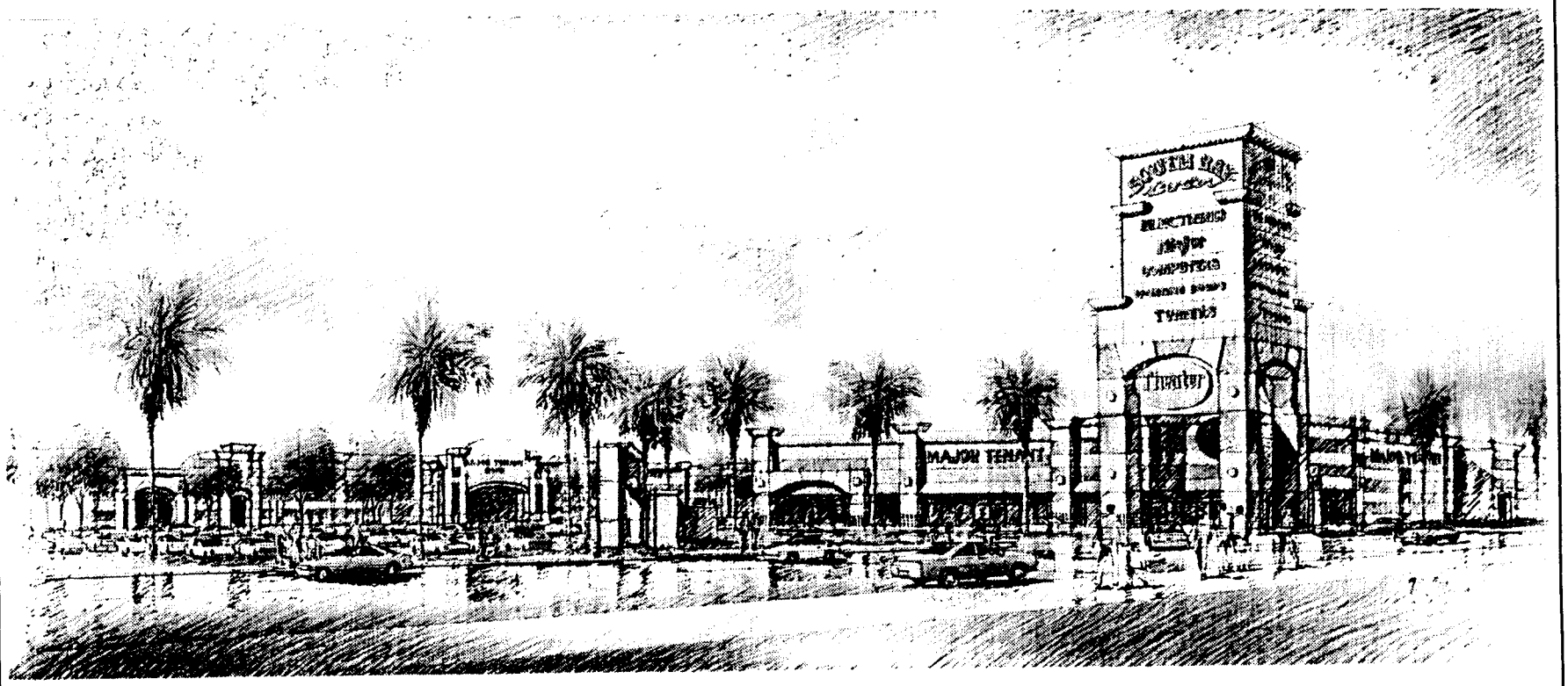


Western / 190th Street Shopping Center / 950161

Musil Perkowitz Ruth, Inc.

Figure 2
Site Plan

BOE-C6-0115774



SOURCE: Musil Perkowitz Ruth, Inc.

Western / 190th Street Shopping Center / 950164

Figure 3

Artist Ca

BOE-C6-0115775

of the Hazardous Waste Management Units on-site (see Section IV.F., Human Health/Risk of Upset) was prepared by the Department of Toxic Substances Control (DTSC) in March 1994. The final Negative Declaration was issued by the DTSC in June 1994.

Another Negative Declaration was prepared by the DTSC in mid-1995 for the implementation of the Interim Measures for site cleanup of contamination soils (see Section IV.F., Human Health/Risk of Upset). The implementation of Interim Measures numerous site assessments and investigations, including soil samplings and remediation.

BOE-C6-0115776

III. GENERAL DESCRIPTION OF ENVIRONMENTAL SETTING

A. OVERVIEW OF ENVIRONMENTAL SETTING

The 67.43-acre site is located at the southeastern corner of Western Avenue (State Highway 213) and 190th Street in the City of Los Angeles. The site is within the Harbor Gateway District planning area. The project site borders the City of Torrance along Western Avenue (see Figure 1).

The project site is in an area historically concentrated with heavy industrial uses, which has been in transition to light industrial and office uses for several decades. Major arterials in the study area include 190th Street, Western Avenue, Crenshaw Boulevard, Normandie Avenue, Del Amo Boulevard, and Torrance Boulevard. The San Diego Freeway (I-405), Harbor Freeway (I-110), and Route 91 provide regional access to the project area.

The Los Angeles Metropolitan Transportation Authority (MTA), Torrance Transit and Gardena Bus Lines provide bus service near the project site. Bus routes within the study area include the following:

MTA Line 211- Prairie Avenue/Artesia Boulevard.
MTA Line 210/310- Crenshaw Boulevard.
MTA Line 130- Artesia Boulevard.
Torrance Transit Line 5.
Torrance Transit Line 6.
Gardena Municipal Bus Lines- Line 2.

The project site is located in a historically industrial area, with residential areas located approximately 1,200 feet to the south of the project site and immediately north of the San Diego Freeway (I-405). The majority of the site is vacant; however, there are several existing deteriorating structures remaining on site, including a 120-foot tall tower.

The site is bordered on the north by 190th Street; several commercial office buildings are located along the north side of 190th Street across from the site. The west side of the site is bordered by Western Avenue, with Toyota Motor Company's American headquarters located across the street. The site is bordered on the south and east by industrial property; the eastern property is owned by

BOE-C6-0115777

McDonnell Douglas, which is proposing redevelopment of their property with commercial retail, office, research and development, and light industrial uses.

The project area is characterized by older industrial properties, many of which are vacant and/or not in operation, newer office, research and development, and light industrial uses, and both single-family and multi-family residential areas. Both Western Avenue and 190th Street are landscaped with mature street trees, and the Toyota headquarters is attractively landscaped. The area is typical of one in transition from industrial uses to office/research and development parks and other commercial uses. Existing land uses are shown in Figure 4.

The existing 24 hour noise levels over the project site range from approximately 60 to 66 dBA, L_{dn}, which is "normally unacceptable" for multiple-family residential land uses, and "normally acceptable" for office and commercial uses, as shown in Figure 9 in Section IV.C.

B. CUMULATIVE RELATED PROJECTS

Projections of new development activity in the vicinity of the proposed project have been prepared by the staff of the Los Angeles Department of City Planning, and staff of the cities of Torrance, Gardena and Carson. Projects within a one and a half mile radius and above a threshold level of 40,000 square feet and 35 dwelling units have been included. A number of the projects are committed to be developed (have completed environmental review and may have received building permits or begun construction), some are proposed (have submitted an Environmental Application Form and/or other permit applications), and several are speculative (no formal notice submitted to any City department). Table 1 contains a listing of related projects in the project vicinity; the project locations are shown in Figure 5.

Table 1 indicates that cumulative development (not including the project) would include 1,298 units of residential development, approximately 2.67 million sq. ft. of retail uses (in addition to the proposed project), 423,700 sq. ft. of office space, 125 hotel rooms, a 54,000 sq. ft. supermarket, a 640,000 sq. ft. of shopping center, a 25,000 sq. ft. church, 285,800 sq. ft. of manufacturing uses, 167,000 sq. ft. of self storage facility, 159,500 sq. ft. of medical/hospital uses 127,000 sq. ft. of light industrial uses and a 48-acre golf course.

In addition to the projects identified above, another major commercial development is being contemplated for the McDonnell Douglas site, adjacent to the project site. Environmental documentation of this project, which would include approximately 450,000 sq. ft. of retail

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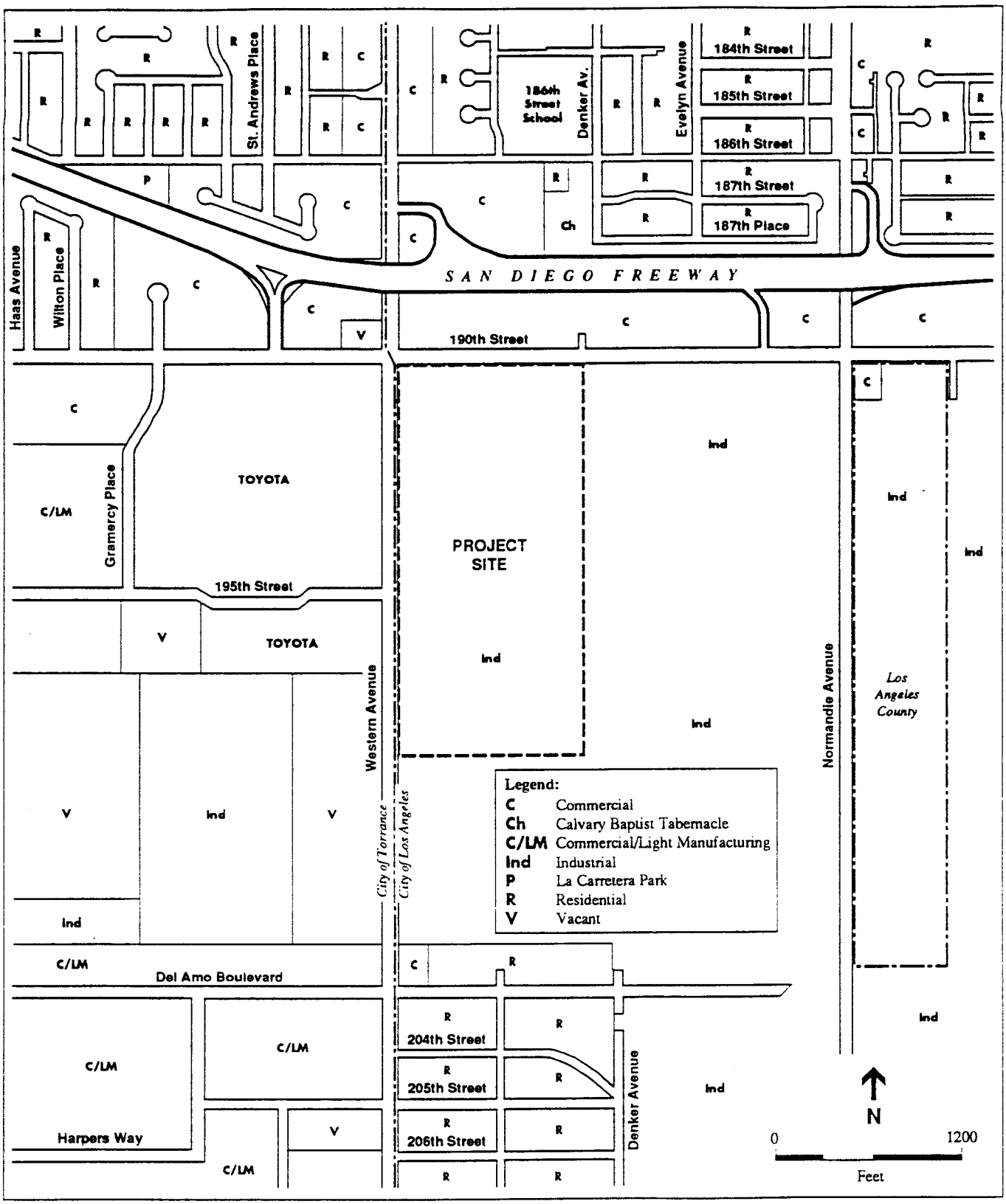

Western / 190th Street Shopping Center / 950161 ■

SOURCE: Environmental Science Associates.

Figure 4
Existing Land Uses

BOE-C6-0115779

TABLE 1: CUMULATIVE PROJECTS LIST

Map #	Project Name/Location	Size	Units	Use
T3	4921 Spencer At.	54	du	Condominium
T4	220 Via Riviera	28	du	Single Family
T5	3535 Del Amo Blvd.	31.1	ksf	Office/Warehouse
T6	501 Amapola	38.6	ksf	Manufacturing
T7	3400/3440 Lomita Blvd.	60	ksf	Office/Parking
T8	SEC Amie Ave. & Torrance Blvd.	46	ksf	Office
T9	1984 Artesia Blvd.	71	room	Hotel/Restaurant
T10	23228 Hawthorne Blvd.	54	room	Hotel
T11	23860 Los Codona Ave.	72	du	Senior Housing
T12	235th St.	36	du	Senior Housing
T14	4502 186th St.	195	du	Senior Housing
T15	4101 Torrance Blvd.	135	ksf	Medical Center
T17	1425 Engracia	21	du	Single Family
T20	3500 Challenger St.	44.3	ksf	Office/Warehouse
T23	21003-21088 Tomlee	56	du	Condominium
	21055-21081 Wendy			
	21080-21098 Colony Ct.			
T24	2801 Sepulveda	81	du	Condominium
	2115-2139 Elm Ave.			
	2500-2566 Woodbury			
T26	Crenshaw n/o Lomita	167	ksf	Self storage floor area
		6.2	ksf	Retail
T27	237th Street	71.2	ksf	Manufacturing
T28	Hawthorne Blvd/230th St	33.9	ksf	Office
T29	Crenshaw/Lomita	156	ksf	Price-Costco
T30	3330 Lomita Boulevard	24.5	ksf	Hospital
T31	NEC Madrid and Dominguez Way	20.4	ksf	Office/Warehouse
T32	5501 Torrance Boulevard	90	du	Condominimum
T33	NWC El Prado and Cravens	44	du	Townhomes
T34	19800 S. Van Ness Boulevard	178	ksf	Manufacturing
C1	Carson Town Center	640	ksf	Retail
		159	ksf	Office
		127	ksf	Light Industrial
C2	Metro 2000 Outlet Center	1870	ksf	Retail
G1	NEC Western Ave. & Artesia Blvd.	190	ksf	Shopping Center
G2	Vermont Ave. & Artesia Blvd.	54	ksf	Supermarket
G3	1251 W. Redondo Beach Bl.	25	ksf	Church
G4	1116 W. Redondo Beach Bl.	29	ksf	Office
LA1	190th St. and Normandie Ave.	450	ksf	Shopping Center
LA2	NWC PCH/Vermont	624	du	Apartments
LA3	186th/Vermont	48	acre	Golf Course

Notes: T - City of Torrance
C - City of Carson
G - City of Gardena

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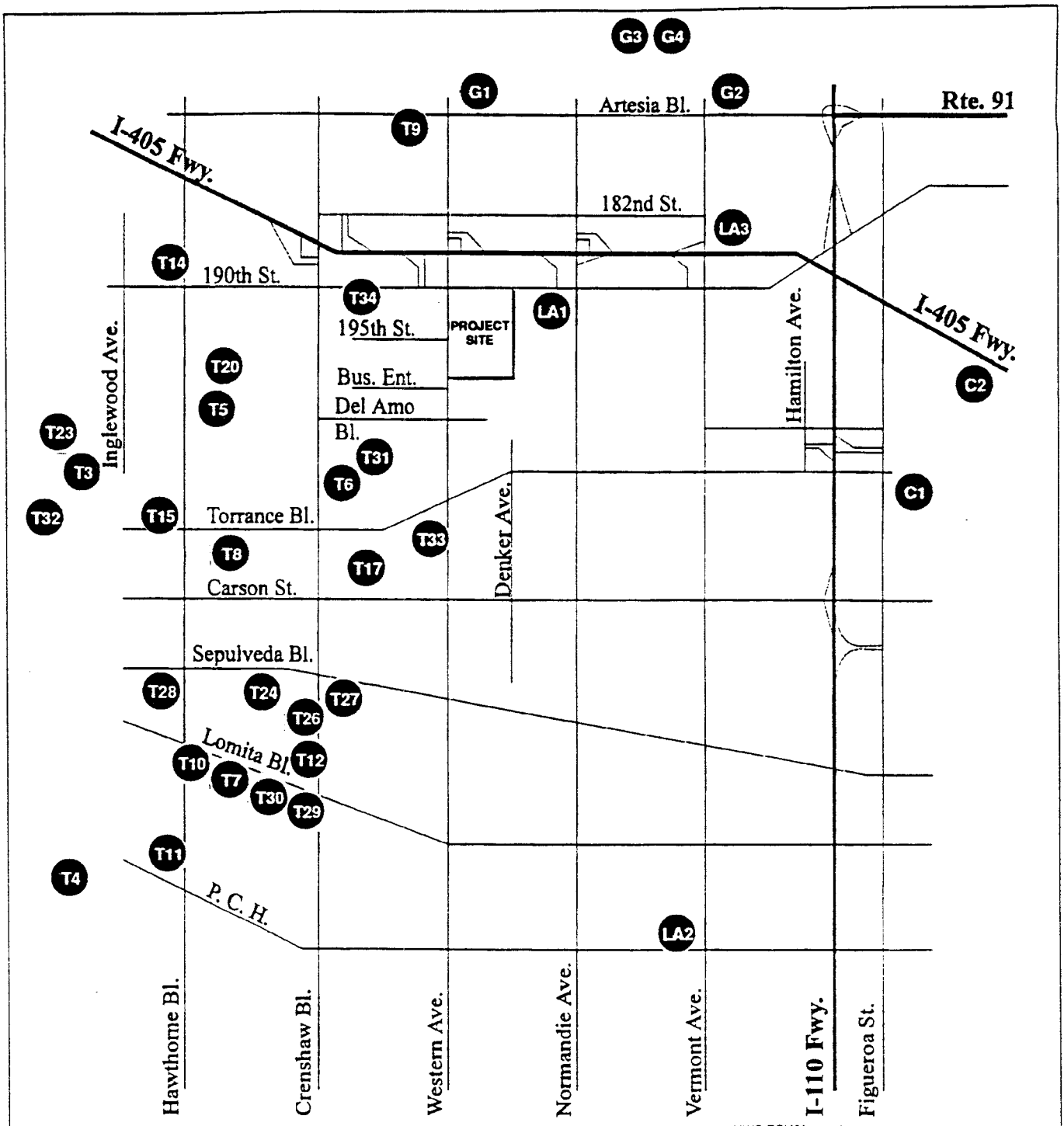

Western / 190th Street Shopping Center / 950161 ■

SOURCE: Meyer, Mohaddes Associates, Inc.

Figure 5
Related Projects

uses, including a theater, and 2.5 million sq.ft. of office and industrial park is in progress. The shopping center could contain up to 4,000 theater seats and 30,000 sq.ft. of restaurant uses. Access to the shopping center would be provided via driveways along 190th Street, up to two project driveways from Normandie Avenue which cross the railroad tracks and an interval roadway which will extend along the western edge of the site. The 2.5 million sq.ft. of office and industrial park would be built in 8 to 10 years after the Harbor Gateway Retail Center is already in operation. Consequently, this portion of the McDonnell Douglas project is not included in the cumulative impact analysis.

BOE-C6-0115782

A. EARTH

1. Grading

ENVIRONMENTAL SETTING

Geology and Topography

The project site is located in the southwest portion (West Coast Basin) of the Coastal Plain of southern California. The Coastal Plain is bounded by the uplifted hills and ranges of the Santa Monica Mountains on the north, the Elysian, Repetto, Merced, and Puente Hills on the northeast, the Santa Ana Mountains on the east, and San Joaquin Hills on the southeast. The Pacific Ocean bounds the area on the south and west. The Palos Verdes Hills are located southwest of the site between the Coastal Plain and the Pacific Ocean.

The project site is directly underlain by the Late Pleistocene sediments of the Lakewood Formation. The upper unit of the Lakewood Formation is composed of predominantly fluvial sediments. Fine grained floodplain sediments are 40 to 80 percent of the volume of the total deposits. The lower unit is comprised of relatively continuous sand and gravel deposits with interbedded, discontinuous lenses of sandy silt and clay.[1]

The Lakewood Formation is underlain by up to 7,000 feet of middle Miocene through lower Pleistocene marine sediments. From oldest to youngest, these include the Miocene Puente Formation, early Pliocene Repetto Formation, late Pliocene Pico Formation, and lower Pleistocene San Pedro Formation.[2]

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1 California Department of Water Resources, *Planned Utilization of Ground Water Basins of the Coastal Plain of Los Angeles County, Ground Water Geology*, Bulletin No. 104, 1961.

2 Ibid.

BOE-C6-0115783

Soils

According to the Report and General Soil Map published by the United States Department of Agriculture, Resource Conservation Service (formerly known as the Soil Conservation Service), soils in the project vicinity are of the Ramona-Placentia Association, 2 to 5 percent slopes. The soils of this association occur only in the Los Angeles basin on gently sloping terraces between elevations from near sea level and 1,300 feet.[3]

Ramona soils in the Los Angeles basin are over 60 inches deep, are well drained and have slow subsoil permeability. They are characterized by brown to reddish-brown, heavy loam, loam, or sandy loam surface layers approximately 18 inches thick. Subsoils are brown to reddish-brown, dense clay loam or clay approximately 30 inches thick. The substratum is brown to reddish brown loam or light clay loam.[4]

Placentia soils are over 18 inches deep, are moderately well drained and have very slow subsoil permeability. They are characterized by brown to reddish-brown loam or sandy loam surface layers abruptly underlain by a dense, dark reddish-brown, clay loam subsoil at approximately 18 inches. The substratum occurs at approximately 48 inches and is brown loam.[5]

Six exploratory borings were performed on-site to fully determine the types of soils on the project site. The native soils encountered during exploration consist of sandy clays, silty sands, sands and clayey silts which are tan to dark brown with orange staining. These soils are slightly moist to moist, medium dense to very dense, and very firm to stiff. The native soils consist predominantly of detrital sediments deposited by river and stream action typical to this area of Los Angeles County.[6]

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3 United States Department of Agriculture, Resource Conservation Service, *Report and General Soil Map, Los Angeles County, California*, revised December 1969.

4 Ibid.

5 Ibid.

6 Jerry Kovacs and Associates, Inc., *Geotechnical Engineering Investigation, Proposed Regional Shopping Center, Southwest Corner of 190th Street and Western Avenue, Torrance, California for Martin Marietta Corporation*, June 9, 1995.

BOE-C6-0115784

Presently, there are several underground tunnels on-site located in the northern third of the site. These tunnels were originally used for ventilation and for bomb shelter during World War II. These tunnels average approximately 16 feet in depth with the top of the tunnels varying in depth from three to eight feet. The top of these tunnels will be removed to allow the tunnels to be filled with compacted soil, gravel, or lean concrete.[7]

Groundwater

The aquifers underlying the site are the Gage-Gardena, Lynwood, and Silverado aquifers. Groundwater flow in the Silverado and Lynwood aquifers in the vicinity of the site is roughly west to east. East of the site the groundwater flow is to the north towards major pumping centers within and near the city of Gardena. The groundwater flow in the Gage-Gardena aquifer is to the southeast towards a groundwater low near Wilmington.[8]

Groundwater beneath the project site was found at approximately 70 feet below the site. Multiple sources of contamination exist in the groundwater contained in the aquifers underlying the site. As a result of the extensive area-wide contamination, the area may qualify as a non-attainment zone and be subject to relaxed water quality standards.[9]

ENVIRONMENTAL IMPACTS

Demolition debris will not be encountered on-site during project construction since the site would be completely cleared prior to project development. All concrete materials will be crushed and re-used for the project. Additionally, the proposed project would need to import approximately 100,000 cubic yards of materials to fill the site; a total of approximately 250,000 cubic yards of materials, including 120,000 cubic yards of reusable crushed concrete and 25,000 cubic yards of materials to be cut, would be used to grade the site. No materials are anticipated to be exported from the site.

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7 Ibid. and Paul Sebok, Environmental Manager, Lockhhed Martin , telephone consultation, February 20, 1996.

8 California Department of Water Resources, *Planned Utilization of Ground Water Basins of the Coastal Plain of Los Angeles County, Ground Water Geology*, Bulletin No. 104, 1961.

9 Paul Sebok, Environmental Manager, Lockheed Martin, February 28, 1996.

BOE-C6-0115785

The grading and construction of the proposed project has been evaluated by a California-registered geotechnical engineer, and was found to be feasible from a geotechnical standpoint, with the implementation of several recommendations/mitigation measures, as presented below.[10]

Conventional foundations bearing in newly placed controlled fill should be used for foundation support. Existing concrete slabs and structures may remain in place as long as provisions are made for drainage and future construction. In order to allow adequate subgrade drainage, existing concrete should be perforated a minimum of every 12 feet on center. The perforations should be a minimum of two feet in diameter.

Foundations for the proposed structures should be underlain by a minimum of three feet of newly placed controlled fill. This minimum depth of fill will serve to reduce differential settlement due to variations in the subgrade caused by underlying concrete structures. In addition, the minimum depth of fill will allow a minimal working area for the installation of underground utilities which could therefore avoid the underlying concrete structures.

Subterranean structures which consist of excavations supported by permanent concrete retaining walls should be filled with compacted soil, gravel, or lean concrete. In addition, these structures should have their floors perforated to allow for drainage.

Shallow subterranean structures, 15 feet of less in depth, could be filled with either compacted gravel or soil. Deeper subterranean structures, 15 feet of more in depth, should be filled with lean concrete. For placement of lean concrete below 25 feet in depth, pumping is recommended so that the lean mix is not allowed to free-fall more than 20 feet. Free falling concrete can separate into its constituents resulting in little or no overall strength.

CUMULATIVE IMPACTS

Construction activity in the area would produce traffic congestion, dust and noise nuisances for workers, residents and clientele of businesses in the area and along the haul route. Additional impacts could result from some projects in the area that are contaminated from present and past

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10 Jerry Kovacs and Associates, Inc., *Geotechnical Engineering Investigation, Proposed Regional Shopping Center, Southwest Corner of 190th Street and Western Avenue, Torrance, California for Martin Marietta Corporation*, June 9, 1995.

BOE-C6-0115786

manufacturing/industrial activities because remediation may require removal of the contaminated soil.

MITIGATION MEASURES

Project shall adhere to the recommendations of the geotechnical report and Grading Division of the Department of Building and Safety for foundation, excavation, and subdrain system, etc., as presented below:

- The areas to receive compacted fill shall be stripped of all vegetation, existing fill, and soft or disturbed soils. The excavated area shall be observed by the soils engineer to ensure that the areas have been stripped prior to placing controlled compacted fill.

- The proposed building areas should have a minimum of three feet of newly placed fill below the bottom of all foundations. The excavation shall extend at least five feet beyond the edge of foundations or for a distance equal to the depth of fill below the foundations, whichever is greater. The exposed grade shall then be scarified to a depth of six inches, moistened to optimum moisture content, and recompacted to 90 percent of the maximum density.

- Fill, consisting of soil approved by the soils engineer, shall be placed in compacted layers with suitable compaction equipment. The excavated on-site materials are considered satisfactory for reuse in the controlled fills. Rocks larger than six inches in diameter shall not be used in the fill.

- The fill shall be compacted to as least 90 percent of the maximum laboratory density for the materials used. The maximum density shall be determined by ASTM D 1557-78 or equivalent.

- Field observation and testing shall be performed by the soils engineer during grading to assist the contractor in obtaining the required degree of compaction and the proper moisture content. Where compaction is less than required, additional compactive effort shall be made with adjustment of the moisture content, as necessary, until 90 percent compaction is obtained.

- Utility trenches should be properly backfilled in accordance with the following. The pipe should be bedded with clean sands to a depth of at least one foot over the pipe. The remainder of the backfill may on on-site soil compacted 90 percent per ASTM D-1557.

- All sites drainage shall be collected and transferred to the street in non-erosive drainage devices. The proposed structures shall be provided with roof drainage. Drainage shall not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall. Drainage shall not be allowed to flow uncontrolled over any descending slope.

BOE-C6-0115787

- Fill slopes may be constructed at a 2:1 gradient per the geotechnical engineer's calculations and shall be keyed into native alluvial soils. Keyways should be a minimum of 12 feet wide and 3 feet into native soils as measured on the downslope side. The fill slope shall be either over built and trimmed back to expose the compacted inner core, or the outer ten horizontal feet shall be compacted to a minimum of 92 percent of the maximum density as determined by ASTM D 1557-78 or equivalent.

- Conventional foundations may bear in newly placed controlled fill. Wall foundations may be designed for a bearing value of 2,500 pounds per square foot, and should be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material.

- Column foundations may be designed for a bearing value of 3000 pounds per square foot, and should be a minimum of 24 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material.

- Due to a moderate expansion potential for the on-site soils, all foundations shall be reinforced with a minimum of four #4 steel bars. Two should be placed near the top of the footing, and two should be placed near the bottom.

- Foundations bearing in controlled fill which are to be constructed adjacent to property lines and/or existing structures shall be deepened, as appropriate, to bear below a 1:1 plane or foundation action projected up from the toe of the newly placed controlled fill. Foundations bearing in controlled fill which are to be constructed immediately adjacent to property lines and/or existing structures shall be deepened to bear solely in native soils. Where footing excavations will leave an adjacent structure unsupported, they should be excavated in 8 foot slots by the A-B-C method.

- If below-grade walls are proposed, a consultant shall be retained in order to recommended a product or method which would provide protection to below grade walls.

- Retaining walls shall be provided with a subdrain or weepholes covered with minimum of 12 inches of gravel, and a compacted fill blanket or other seal at the surface. Retaining walls may be backfilled with a minimum of 12 inches of gravel adjacent to the wall to within 2 feet of the ground surface. The on-site earth materials, when used for retaining wall backfill, shall be compacted to a minimum of 90 percent of the maximum density as determined by ASTM D 1557-78 or equivalent.

- Prior to placement of gravel or compacting backfill, City of Los Angeles Department of Building and Safety inspectors shall observe the bottom and subdrain pipe or weep holes behind a retaining wall as certain types of subdrain pipe are not acceptable to the various municipal agencies, prior to purchasing subdrainage pipe, the type and brand of pipe shall be cleared with the proper municipal agencies. Subdrainage pipes shall outlet to an acceptable location.

BOE-C6-0115788

- Any required backfill shall be mechanically compacted in layers not more than 8 inches thick, to at least 90 percent of the maximum density obtainable by the ASTM Designation D 1557-70 method of compaction. Flooding shall not be permitted. Proper compaction of the backfill will be necessary to reduce settlement of overlying walks and paving. Some settlement of required backfill should be anticipated, and any utilities supported therein should be designed to accept differential settlement, particularly at the points of entry to the structure.

- Slabs on grade shall be cast over properly compacted fill materials. Any soils loosened or over-excavated shall be wasted from the site or properly compacted to 90 percent of the maximum dry density. The lower floor slab may be supported directly on the exposed grade, provided the lower floor would not be adversely affected by moisture.

- During construction, all grading shall be carefully observed, mapped and tested by the project engineer. All grading shall be performed under the supervision of a licensed engineering geologist and/or soils engineer in accordance with applicable provisions of the Municipal Code to the satisfaction of the City Engineer and the Superintendent of Building and Safety.

- The project shall be constructed in compliance with all applicable specifications of the Los Angeles Building Code.

- If temporary sidewalk closures are necessary, appropriate covered pedestrian walkways shall be provided.

- To reduce soil erosion, an erosion control plan shall be prepared by a California-registered Civil Engineer and implemented by the project sponsor.

- Prior to the pouring of concrete, a representative of the consulting Soils Engineer and the City Building Inspector shall inspect and approve the footing excavations.

- The Applicant shall have all haul routes for soil to be imported approved by the Superintendent of Building and Safety prior to issuance of grading permits.

ADVERSE EFFECTS

With implementation of the recommended measures, no adverse impacts associated with grading are anticipated.

BOE-C6-0115789

2. Geologic Hazards

ENVIRONMENTAL SETTING

Seismicity

The numerous faults in Southern California include active, potentially active, and inactive faults. The criteria for these major groups were established by the Association of Engineering Geologists (1973). Active faults are those which are considered likely to have undergone movement during historic time (the last 200 years). Potentially active faults are faults that have moved during the Quaternary period (approximately the past 1.5 million years), but have not known historic movement. Faults that have not moved since the beginning of the Quaternary period are considered inactive. Table 2 presents a list of faults within a 50-mile radius of the site, which could affect the project site and vicinity; Figure 6 shows active and potentially active faults in the vicinity that could generate significant earthquakes.

No known active faults pass beneath the site; the site is not located within any Alquist-Priolo Special Studies Zone. The Alquist-Priolo Special Studies Zones are areas determined by the state geologist as affected by potentially and recently active traces of earthquake faults.[11]

The closest active faults to the site are the Newport-Inglewood fault, located approximately 2.6 miles north of the site, and the Palos Verdes fault, located approximately five miles south of the project site.[12]

Four moderate earthquakes have directly affected the Los Angeles Basin in the last 70 years including the Long Beach earthquake, the San Fernando earthquake, the Whittier Narrows earthquake, and the Northridge earthquake. The earliest of these three earthquakes was the March 10, 1933 Long Beach earthquake. The epicenter of the magnitude 6.3 earthquake was located within 10 miles southeast of the site. This earthquake ranks as one of the major disasters in the history of Southern California. The majority of the damage was suffered by structures which are not considered of substandard construction and/or were located on filled or saturated ground.

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[11] Ibid.

[12] Ibid.

BOE-C6-0115790

TABLE 2: FAULTS WHICH COULD AFFECT THE PROJECT SITE

Fault Name	Approximate Distance (mi)	Maximum Credible Event[a]	Maximum Probable Event[b]
Anacapa	28	7.00	5.00
Catalina Escarpment	38	7.00	6.25
Chino	34	7.00	5.50
Cucamonga	34	7.00	6.25
Elsinore	45	7.50	6.75
Elysian Park Seismic Zone	14	7.00	5.75
Glen Helen-Lytle Creek-Claremont	50	7.00	6.50
Holser	42	6.60	5.75
Malibu Coast	19	7.50	6.50
Newport-Inglewood-Offshore	3	7.00	5.75
Northridge Hills	28	6.50	5.00
Oak Ridge (Onshore)	45	7.20	6.50
Palos Verdes	5	7.50	6.75
Raymond	18	7.50	4.00
San Andreas	48	8.30	8.00
San Cayetano	48	7.50	6.25
San Clemente-San Isidro	44	8.00	6.50
San Gabriel	26	7.00	5.75
Santa Monica-Hollywood	16	7.50	5.25
Santa Susana	33	7.00	6.00
Sierra Madre-San Fernando	25	7.50	6.00
Simi-Santa Rosa	37	7.00	5.25
Verdugo	20	6.70	4.50
Whittier-North Elsinore	17	7.50	6.00

a. The maximum credible earthquake is the theoretical maximum event which could occur along a fault. The maximum credible earthquake assigned to a fault is derived from formulas which correlate the length of the fault trace to the theoretical maximum Richter magnitude earthquake.

b. The maximum probable earthquake is the maximum earthquake that may reasonably be expected within a 100-year period.

SOURCE: Jerry Kovacs and Associates, Inc., *Geotechnical Engineering Investigation for the Proposed Regional Shopping Center, Southwest Corner of 190th Street and Western Avenue, Torrance, California*, June 9, 1995.

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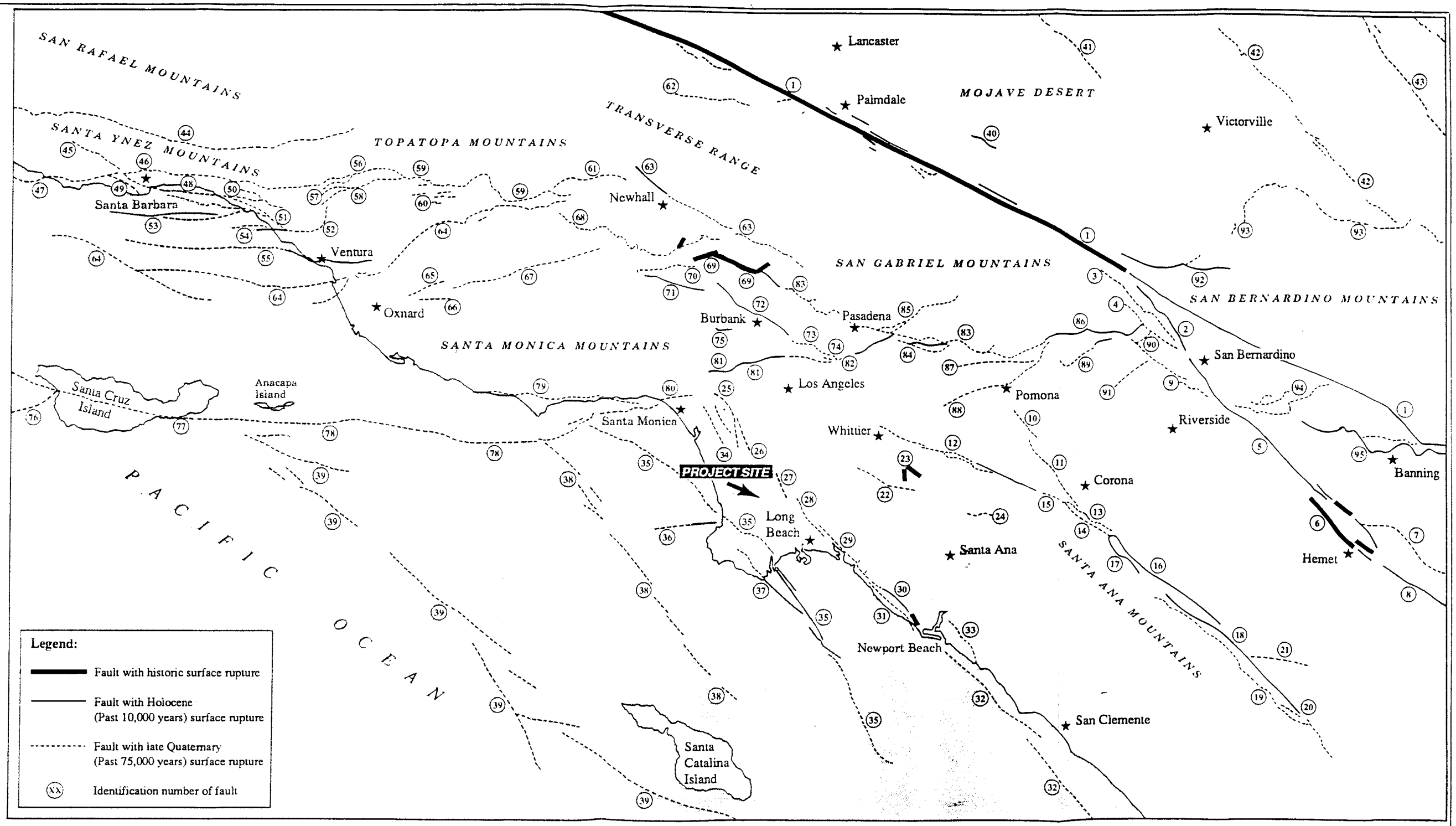

1 San Andreas Fault Zone
2 Glen Helen
3 San Jacinto
4 Lytle Creek
5 Claremont
6 Casa Loma
7 Hot Springs
8 Clark
9 Rialto-Colton
10 Central Avenue
11 Chino
12 Whittier
13 Main Street
14 Fresno-Eagle
15 Tin Mine
16 Glen Ivy North
17 Glen Ivy South
18 Wildomar
19 Willard
20 Wolf Valley
21 Murietta Hot Springs
22 Norwalk
23 Faults in West Coyote Hills
24 Peralta Hills
25 Ingelwood
26 Potrero
27 Avalon-Compton
28 Cherry-Hill
29 Reservoir Hill-Seal Beach
30 Newport-Ingelwood (North Branch)
31 Newport-Ingelwood (South Branch)
32 Faults offshore of San Clemente
33 Pelican Hill
34 Charnock and Overland Avenue
35 Palos Verdes Hills
36 Redondo Canyon
37 Cabrillo
38 San Pedro Basin fault zone
39 Faults of the Santa Cruz-Catalina sea-floor escarpment
40 Llano
41 Mirage Valley
42 Helendale
43 Lenwood
44 Santa Ynez
45 San Jose (A)
46 Mission Ridge-Arroyo Parida
47 More Ranch
48 Mesa-Rincon Creek
49 Lavigia
50 Shepard Mesa
51 Carpinteria
52 Red Mountain
53 Fault Y
54 Javon
55 Pitas Point-Ventura
56 Santa Ana
57 Faults near Oak View
58 Lion Canyon
59 San Cayetano
60 Faults of Orcutt and Timber Canyons
61 Holser
62 Clearwater
63 San Gabriel (central portion)
64 Oak Ridge
65 Springville
66 Camarillo
67 Simi
68 Santa Susana
69 San Fernando
70 Mission Hills
71 Northridge
72 Verdugo
73 Eagle Rock
74 San Rafael
75 Possible fault in North Hollywood
76 Santa Rosa Island
77 Santa Cruz Island
78 Anacapa (Dume)
79 Malibu Coast
80 Santa Monica
81 Hollywood
82 Raymond
83 Sierra Madre
84 Duarte
85 Clamshell - Sawpit Zone
86 Cucamonga
87 Indian Hill
88 San Jose (B)
89 Red Hill
90 "Barrier J"
91 Inferred fault near Fontana
92 Cleghorn
93 North Frontal Fault Zone of San Bernardino Mountains
94 Fault of the Crafton Hills (Crafton, Chicken Hill and Casa Blanca faults)
95 Banning

SOURCE: *Evaluating Earthquake Hazards in the Los Angeles Region - An Earth-Science Perspective.* U.S. Geological Survey Professional Paper 1360, 1985.

Western / 190th Street Shopping Center / 950161

Figure 6
Faults That May Generate Damaging Earthquakes or Surface Rupture in the Los Angeles Region

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The epicenter of the magnitude 6.4 San Fernando earthquake on February 9, 1971 was located approximately 30 miles north of the site. Surface rupture occurred on various branches of the San Fernando Fault Zone, including the Tujunga and Sylmar faults, as a result of this earthquake. The large amount of damage caused to existing buildings by this earthquake led to the adoption of stringent building codes.

The magnitude 5.9 Whittier Narrows earthquake on October 1, 1987, occurred on a previously unrecognized fault. The earthquake epicenter was located approximately 20 miles northeast of the site. The majority of structural damage resulting from this earthquake occurred in buildings constructed prior to the establishment of the building codes that were developed after the 1971 San Fernando earthquake.

A minor earthquake registering a magnitude of 5.0 (based on preliminary data) occurred in the Pasadena area on December 3, 1988. This earthquake resulted in only minor damage and minor injuries. The epicenter of this earthquake was approximately 20 miles northeast of the site. On February 28, 1990, an earthquake of magnitude 5.5 was recorded, centered three miles northwest of Upland. Minor damage and injuries were sustained; numerous aftershocks were felt through September, 1990. The project site is located approximately 40 miles east-northeast of that epicenter.

An earthquake registering a magnitude of 5.8 occurred in the Sierra Madre area on June 28, 1991, at 7:43 a.m. The epicenter of this earthquake is approximately 12.0 miles north of the site. According to the Caltech Seismic Laboratory, the earthquake originated from a depth of 10.5 kilometers.

On January 17, 1994, an earthquake occurred in the Northridge area of the City of Los Angeles, registering an estimated magnitude of 6.8 on the Richter scale. The epicenter of this earthquake was located approximately 28 miles northwest of the project site. According to Caltech seismologists, the earthquake occurred on an unnamed fault underneath the San Fernando valley. The fault is believed to be related to the Elysian Park thrust fault system that extends from the San Gabriel Valley through downtown Los Angeles, the Hollywood Hills and the Santa Monica Mountains.

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Other Hazards

In addition to possible strong ground motions at the site, other secondary effects of a strong nearby earthquake could occur in the project site vicinity. These include liquefaction, landsliding, flooding and earthquake-induced settlement.

Liquefaction involves a sudden loss in strength of a saturated, cohesionless soil which is caused by shock or strain and results in temporary transformation of the soil to a fluid mass. If the liquefying layer is near the surface, the effects are much like that of quicksand on any structure located on it. If the layer is in the subsurface, it may provide a sliding surface for the material above it.

Liquefaction typically occurs in areas where the groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine to medium-grained sand. In addition to the necessary soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to bring on liquefaction.

ENVIRONMENTAL IMPACTS

The project would be subject to strong ground motion during a significant earthquake on one of the faults listed in Table 2. The location of the property in relation to known active faults indicates that the property is not exposed to a greater than normal seismic risk for the Los Angeles basin. Proposed structures on the site, designed and constructed in conformance with the Uniform Building Code (and the recommendations of the geotechnical investigations), may result in some damage to buildings, but major structural damage or building collapse would not be expected.

Fallen light fixtures, wall hangings, bookshelves and suspended ceilings and overturned furniture would be hazards to project occupants following an earthquake. Disruption of water and electric service and damage to transportation infrastructure could hinder emergency service providers as they assist project occupants. Additionally those agencies providing emergency services can be expected to be in heavy demand in many parts of the City after a major earthquake.

There are no known geologic conditions which would prevent development of the site. No known active faults pass through or are immediately adjacent to the site. The potential for fault rupture affecting the site is therefore considered to be low. No slopes exist on the site, and no

BOE-C6-0115794

known existing or potential landslides are present on or immediately adjacent to the site. The possibility of liquefaction occurring is in the very low range.[13] This determination is based on groundwater depth, soil type, and distance to a fault capable of producing a substantial earthquake. Groundwater was encountered in the deeper boring conducted by Geraghty & Miller at depths of 68 to 74 feet below site grades which would tend to confirm very low liquefaction potential designation.[14]

The site is sufficiently distant and elevated from the Pacific Ocean that it would not be prone to hazards of a tsunami, seiche, or flooding from a breached upgradient reservoir.[15]

The potential for dynamic settlement of the underlying alluvial soils is considered low due to their generally dense and consolidated nature. Some localized settlement of compacted fills is anticipated in the event of strong ground shaking. Settlements of bridge fill abutments, such as those adjacent to the Simi Valley Freeway during the Northridge earthquake, are common.[16]

CUMULATIVE IMPACTS

Cumulative development will result in a greater concentration of people in the project area exposed to earthquake hazard. The demand for emergency services in the area following a major earthquake would likewise be increased.

MITIGATION MEASURES

- The proposed structures shall be designed and built in conformance with the City's Seismic Safety Plan, applicable portions of the Municipal Code and geotechnical reports prepared for the proposed project, subject to approval by the Department of Building and Safety.

- The project shall conform to criteria set forth in the Recommended Lateral Force Requirements and Commentary by the Structural Engineers Association of California.

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13 U.S. Department of the Interior, "Evaluating Earthquake Hazards in the Los Angeles Region - An Earth Science Perspective," *U.S. Geological Survey Professional Paper 1360*, 1985.

14 Jerry Kovacs and Associates, Inc., *Geotechnical Engineering Investigation for the Proposed Regional Shopping Center, Southwest Corner of 190th Street and Western Avenue, Torrance, California*, June 9, 1995.

15 Ibid.

16 Ibid.

BOE-C6-0115795

- To minimize the potential for injury to project occupants, wall hangings, light fixtures, book shelves, suspended ceilings and other objects which could cause personal injury should be securely fastened to structural elements of buildings.

- To assist in response to a seismic event, an emergency response and building-specific evacuation plan shall be developed for the project and posted on each occupied floor of buildings at the site. The safety officers of companies leasing space in the project should also receive copies of that plan.

ADVERSE EFFECTS

As with other areas of Los Angeles, the proposed project would be subject to ground shaking during seismic events. With implementation of the proposed mitigation measures, potential risks would be expected to be reduced to less than significant levels.

B. AIR QUALITY

The Air Quality section addresses the impacts of the proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthful pollutant concentrations. Air pollutants of concern include ozone, carbon monoxide, particulate matter, oxides of nitrogen, and sulfur. This section analyzes the type and quantity of emissions that would be generated by the construction and operation of the proposed project.

ENVIRONMENTAL SETTING

Regional Climate

Air quality is affected by both the rate and location of pollutant emissions and by meteorological conditions which influence movement and dispersal of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local topography, provide the link between air pollutant emissions and air quality.

The project site is within the South Coast Air Basin, a 6,600-square mile area that includes Orange County, most of Los Angeles and Riverside counties, and the western portion of the San Bernardino County. The distinctive climate of the Basin is determined by its terrain and geographic location. The Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the southwest and high mountains around the rest of its

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perimeter. The general region lies in the semi-permanent high pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is interrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds.

The vertical dispersion of air pollutants in the Basin is hampered by the presence of persistent temperature inversions. High-pressure systems, such as the semi-permanent high-pressure zone in which the Basin is located, are characterized by an upper layer of dry air that warms as it descends, restricting the mobility of cooler marine-influenced air near the ground surface, and resulting in the formation of subsidence inversions. Such inversions restrict the vertical dispersion of air pollutants released into the marine layer and, together with strong sunlight, can produce worst-case conditions for the formation of photochemical smog. The basinwide occurrence of inversions at 3,500 feet above sea level or less averages 191 days per year.[17]

The atmospheric pollution potential of an area is largely dependent on winds, atmospheric stability, solar radiation, and terrain. The combination of low wind speeds and low inversions produces the greatest concentration of air pollutants. On days without inversions, or on days of winds averaging over 15 mph, smog potential is greatly reduced.

Air Quality Regulations, Plans and Policies

State and federal agencies have set ambient air quality standards for certain air pollutants. National Ambient Air Quality Standards (NAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), inhalable particulate matter (PM_{10}), and lead (Pb). The state standards for these criteria pollutants are more stringent than the corresponding federal standards.

Areas are classified under the Federal Clean Air Act as either "attainment" or "non-attainment" areas for each criteria pollutant based on whether the NAAQS have been achieved or not. The project site is located in the Los Angeles County sub-area of the South Coast Air Basin. Los Angeles County is designated as a non-attainment area for O_3, CO, NO_2, and PM_{10}; the County is classified as an attainment area for SO_2 and Pb.

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[17] South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993.

BOE-C6-0115797

The Basin's first Air Quality Management Plan (AQMP), adopted in 1979, established air pollution control strategies intended to attain federal air quality standards by December 31, 1987. This deadline was specified by the Clean Air Act Amendments of 1977. Using better data and modeling tools, the 1982 Revision of the AQMP concluded that the Basin could not demonstrate attainment by the 1987 deadline required by the federal Clean Air Act. Therefore, the 1982 Revision of the AQMP proposed a long range strategy that could result in attainment in 20 years. In 1987, a federal court ordered the U.S. Environmental Protection Agency (EPA) to disapprove the 1982 AQMP Revision because it did not demonstrate attainment of the federal standards by the 1987 deadline.[18]

The 1989 AQMP was adopted locally by the South Coast Air Quality Management District (SCAQMD) in March 1989, and was approved by the California Air Resources Board (ARB) in August 1989. This plan was forwarded to the EPA for review. However prior to its plan review, the California legislature passed the California Clean Air Act (CCAA), which caused the SCAQMD and Southern California Association of Governments (SCAG) to immediately begin updating the 1989 plan and the EPA to delay the review process. Since March 1989, the 1989 AQMP has become the framework for all future air pollution control efforts in the South Coast Air Basin.[19]

In July 1991, the SCAQMD and SCAG adopted an AQMP for the Basin which revised the 1989 AQMP. The 1991 AQMP continued an aggressive emission control program using the three-tiered format that was established by the 1989 AQMP. Tier I are measures with known, available control technologies. Tier II measures are based on control technologies foreseen to occur around the year 2000. Tier III measures require the advancement of technologies after 2000. The 1991 AQMP proposed a comprehensive set of control measures that included the use of advanced technologies for stationary and mobile sources. The tiered strategy planned for adoption of most control measures within several years after the Plan approval, while others required more time due to the need for advances or breakthroughs in technology.[20]

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18 South Coast Air Quality Management District and Southern California Association of Governments, *Final 1989 Air Quality Management Plan*, March 1989.

19 *Ibid.*

20 South Coast Air Quality Management District and Southern California Association of Governments, *Draft 1994 Air Quality Management Plan: Meeting the Clean Air Challenge*, April 1994.

BOE-C6-0115798

In 1994, the SCAQMD and SCAG updated the 1991 AQMP. Each revision of the AQMP represents a snapshot in time, based on best available information. The 1994 AQMP generally follows the structure of the 1991 AQMP with many enhancements. Key new elements are as follows:[21]

- Use of the most current air quality information;
- Improved emissions inventories;
- Revised overall control strategy with greater emphasis on alternative approaches;
- Updated and refined control measures carried over from the 1991 AQMP as well as new control measures;
- Additional market-incentive control measures to give sources the ability to meet their air quality objectives with greater flexibility and lower cost;
- Enhanced photochemical modeling;
- Separate analysis for those portions of the Southeast Desert Air Basin (SEDAB) within the SCAQMD's jurisdiction;
- Amendments to the federal Reactive Organic Compound (ROC) Rate of Progress Plan and the Federal Attainment Plans for nitrogen dioxide and carbon monoxide; and
- The federal post-1996 Rate of Progress demonstration, Best Available Control Measure (BACM) PM_{10} Plan, and ozone attainment demonstration.

Acting under orders from federal courts, which required the EPA to promulgate a plan to demonstrate compliance with the Clear Air Act's ozone and carbon monoxide standards, the EPA issued the proposed Federal Implementation Plan (FIP) for Sacramento, Ventura, and the South Coast Air Basin on February 15, 1994. This FIP, which was finalized by the U.S. EPA on February 14, 1995, was intended in part to stimulate state and local efforts to achieve clean, healthy air for the citizens of California. However, this federal plan was rescinded by the President in April 1995.

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21 Ibid.

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Existing Air Quality

The SCAQMD maintains air quality monitoring stations throughout the air basin. The closest monitoring station to the project area is in the City of Hawthorne at 4234 West 120th Street, approximately five miles northwest of the project site. A five-year summary (1990-1994) of data collected at these stations is shown in Table 3 and compared with the corresponding state ambient air quality standards.

The SCAQMD has established the following thresholds of significance for air quality for construction activities and project operation:

	Project Construction	Project Operation
Carbon Monoxide	550 lbs. per day	550 lbs. per day
Reactive Organic Compounds	75 lbs. per day	55 lbs. per day
Nitrogen Oxides	100 lbs. per day	55 lbs. per day
Sulfur Dioxide	150 lbs. per day	150 lbs. per day
Particulates	150 lbs. per day	150 lbs. per day

Ozone (O_3). The most pervasive air quality problem in the South Coast Air Basin is high O_3 concentrations. Ozone is not emitted directly, but is a secondary pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic compounds (ROC) and nitrogen oxides (NO_x). Significant O_3 production generally requires about three hours in a stable atmosphere with strong sunlight. Ozone is a regional air pollutant because it is transported and diffused by wind concurrent with the photochemical reaction process. Motor vehicles are the major source of ozone precursors in the basin. During late spring, summer, and early fall, light winds, low mixing heights, and abundant sunshine combine to produce conditions favorable for maximum production of O_3. Ozone causes eye and respiratory irritation, reduces resistance to lung infection, and may aggravate pulmonary conditions in persons with lung disease. Ozone is also damaging to vegetation and untreated rubber. The state one-hour ozone standard was exceeded on an average of nine days per year in Hawthorne from 1990 through 1994, as shown in Table 3.

Carbon Monoxide (CO). Carbon monoxide is a non-reactive pollutant emitted primarily by motor vehicles. Ambient CO concentrations generally follow the spatial and temporal distributions of vehicular traffic and are also influenced by meteorological factors such as wind speed and atmospheric mixing. When strong surface inversions formed on winter nights are

BOE-C6-0115800

TABLE 3: ANNUAL AIR QUALITY SUMMARIES AT THE SCAQMD HAWTHORNE MONITORING STATION AS COMPARED TO STATE AND FEDERAL STANDARDS[a,b]

Pollutant	1990	1991	1992	1993	1994
Ozone (O_3)					
Number of days State 1-hour standard of 0.09 ppm was exceeded	3	17	11	9	3
Number of days Federal 1-hour standard of 0.12 ppm was exceeded	0	0	1	1	0
Maximum measured (1-hr. conc. in ppm)	0.10	0.11	0.15	0.13	0.11
Carbon Monoxide (CO)[c]					
Number of days State 8-hour standard of 9.1 ppm was exceeded	11	10	12	6	8
Number of days Federal 8-hour standard of 9.5 ppm was equaled/exceeded	10	7	8	3	5
Maximum measured (8-hr. conc. in ppm)	12.7	11.3	12.3	10.7	12.0
Sulfur Dioxide (SO_2)[d]					
Maximum measured (24-hr. conc. in ppm)	0.036	0.017	0.035	0.013	0.010
Nitrogen Dioxide (NO_2)[e]					
Maximum measured (1-hr. conc. in ppm)	0.23	0.21	0.19	0.16	0.22
Particulate Matter-10 Micron (PM_{10})[f]					
Number of days State 24-hour standard of 50 $\mu g/m^3$ was exceeded	17	31	5	9	11
Maximum measured (24-hr. conc. in $\mu g/m^3$)	127	79	67	91	81

a. Data from the SCAQMD monitoring station located at 4234 West 120th Street in the City of Hawthorne, approximately five miles northwest of the project site.
b. Parts per million (ppm) or micrograms per cubic meter of air ($\mu g/m^3$).
c. State and Federal 1-hour CO standards (20 ppm and 35 ppm, respectively) were not exceeded on any occasion between 1990 and 1994.
d. State and federal 24-hour SO_2 standards (0.05 ppm and 0.14 ppm, respectively) were not exceeded on any occasion between 1990 and 1994.
e. State 1-hour NO_2 standard (0.25 ppm) was not exceeded on any occasion between 1990 and 1994.
f. Federal 24-hour PM_{10} standard (150 $\mu g/m^3$) was not exceeded on any occasion between 1990 and 1994.

Note: State and Federal monthly average lead standard of 1.5 ppm was not exceeded on any occasion between 1990 and 1994.

SOURCE: California Air Resources Board, *Air Quality Data Summaries*, 1990-1993; SCAQMD, *Air Quality Data Sheet for Southwest Coast, Los Angeles County*, 1994.

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coupled with near-calm winds, CO from automobile exhaust becomes concentrated. The highest CO levels within the Air Basin are almost always measured during the winter. Carbon monoxide interferes with the transfer of oxygen to the blood. It may cause dizziness and fatigue and can impair central nervous system functions. The one-hour average CO standard has not been exceeded at the Hawthorne Monitoring Station in the last five years; the state eight-hour average CO standard was exceeded on an average of nine days per year from 1990 through 1994, as presented in Table 3.

Nitrogen Dioxide (NO_2). There are two oxides of nitrogen which are important in air pollution: nitric oxide (NO) and nitrogen dioxide (NO_2). Nitric oxide, along with some NO_2, is emitted from motor vehicle engines, power plants, refineries, industrial boilers, ships, aircraft, and railroads. Nitrogen dioxide is primarily formed when NO reacts with atmospheric oxygen in the presence of Reactive Organic Compounds (ROC) and sunlight; the other product of this reaction is ozone. Nitrogen dioxide is the "whiskey brown" colored gas, more commonly known as smog, readily observed during periods of heavy air pollution. Concentrations of NO_2 are highest during the late fall and winter. Nitrogen dioxide increases damage from respiratory disease and irritation, and may reduce resistance to certain infections. The state standards for NO_2 are regularly exceeded in the South Coast Air Basin but have not been exceeded in the last five years in the Hawthorne area, as shown in Table 3.

Sulfur Dioxide (SO_2). This contaminant is the natural combustion product of sulfur or sulfur-containing fuels. Fuel combustion is a major source, while chemical plants, sulfur recovery plants, and metal processing facilities are minor contributors to SO_2 contamination of the Air Basin. In humid atmospheres, sulfur oxides can react with water vapor to produce sulfuric acid, a component of acid rain. It can also form sulfate particulates, which reduce visibility. Sulfur dioxide is a lung irritant, and in combination with moisture and oxygen, SO_2 can damage vegetation and man-made materials. Sulfur dioxide levels are generally highest during the winter although no exceedances of ambient SO_2 standards have been recorded at the Hawthorne Monitoring Station in the last five years (see Table 3).

Inhalable Particulate Matter (PM_{10}). PM_{10} refers to particulates less than 10 microns in diameter -- those which can be inhaled and cause health effects. Particulates in the atmosphere result from many kinds of dust- and fume-producing industrial and agricultural operations, combustion, and atmospheric photochemical reactions. Demolition, construction, and vehicular traffic are major sources of particulates in urban areas. Natural sources of particulates include wind-blown dust, and ocean spray. Very small particulates of certain substances can cause direct

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lung damage, or can contain absorbed gasses that may be injurious. Particulates can also damage materials and reduce visibility. The state PM_{10} standard was exceeded 73 times in Hawthorne from 1990 through 1994 (see Table 3).

Existing Air Pollution Sources

Air quality in the project vicinity is affected by emissions from a variety of sources. Those sources include industries and power plants near the project site, which include McDonnell Douglas immediately east of the site, Allied Signal east of the site, Capitol Metals immediately south of the site, and Mobil Refinery south of the site, regional motor vehicle emissions and local motor vehicle traffic on major arterial streets, such as Western Avenue bordering the site to the west, Normandie Avenue (one-half block east of the project site), and on nearby freeways, particularly the San Diego Freeway (I-405), located approximately one block north of the project site.

Previous uses at the site were granted numerous Permits to Operate by the SCAQMD. According to Martin Marietta, all emissions generated by the facility were permitted under these permits. Presently, the site is granted emissions credit by the SCAQMD since there are no uses existing on-site.[22]

The site is presently undergoing soil remediation. As determined in the Negative Declaration, which was prepared in mid-1995 for the implementation of Interim Measures for site clean-up (see Section IV.F., Human Health/Risk of Upset for further discussion), site remediation would not have a significant impact on the environment, including air quality. As presented in the Negative Declaration, air monitoring will be performed to measure volatile organic compound (VOC) emissions during excavation of affected soil to prevent VOC emissions to the atmosphere and to eliminate the risk of exposure to air contaminants. During the transportation of affected soils in trucks, the soil will be completely covered with a tarp, as per SCAQMD and the California Highway Patrol (CHP) regulations to prevent VOC and fugitive dust emissions.[23]

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22 Paul Sebok, Environmental Manager, Lockheed Martin , February 28, 1996.

23 California Department of Toxic Substances Control, *Proposed Negative Declaration for RCRA Corrective Action Interim Measures at Martin Marietta Technologies, Inc.*, 1995.

BOE-C6-0115803

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill and the chronically ill, especially those with cardio-respiratory diseases.

Residential areas are also considered to be sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial and commercial areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent as the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the public.

Figure 7 generally locates air pollution-sensitive receptors in the vicinity of the project site. As shown in the figure, sensitive receptors in the project area include residences south of the project site south of Del Amo Boulevard, residences northwest of the project site west of Western Avenue, residences north of the project site north of I-405, 186th Street Elementary School north of the site, and La Carretera Park northwest of the site, as shown in Figure 7. Land uses in the immediate vicinity of the project site are primarily commercial and light industrial, which are the least sensitive to air pollution, as noted above.

ENVIRONMENTAL IMPACTS

Project Construction

Project construction would take up to one year; construction activities would result in the generation of air pollutants. Construction-related emissions would primarily be 1) dust generated from earthmoving, excavation, and other construction activities, 2) hydrocarbon emissions from paints and asphalt, 3) exhaust emissions from powered construction equipment, and 4) motor vehicle emissions associated with construction activities.

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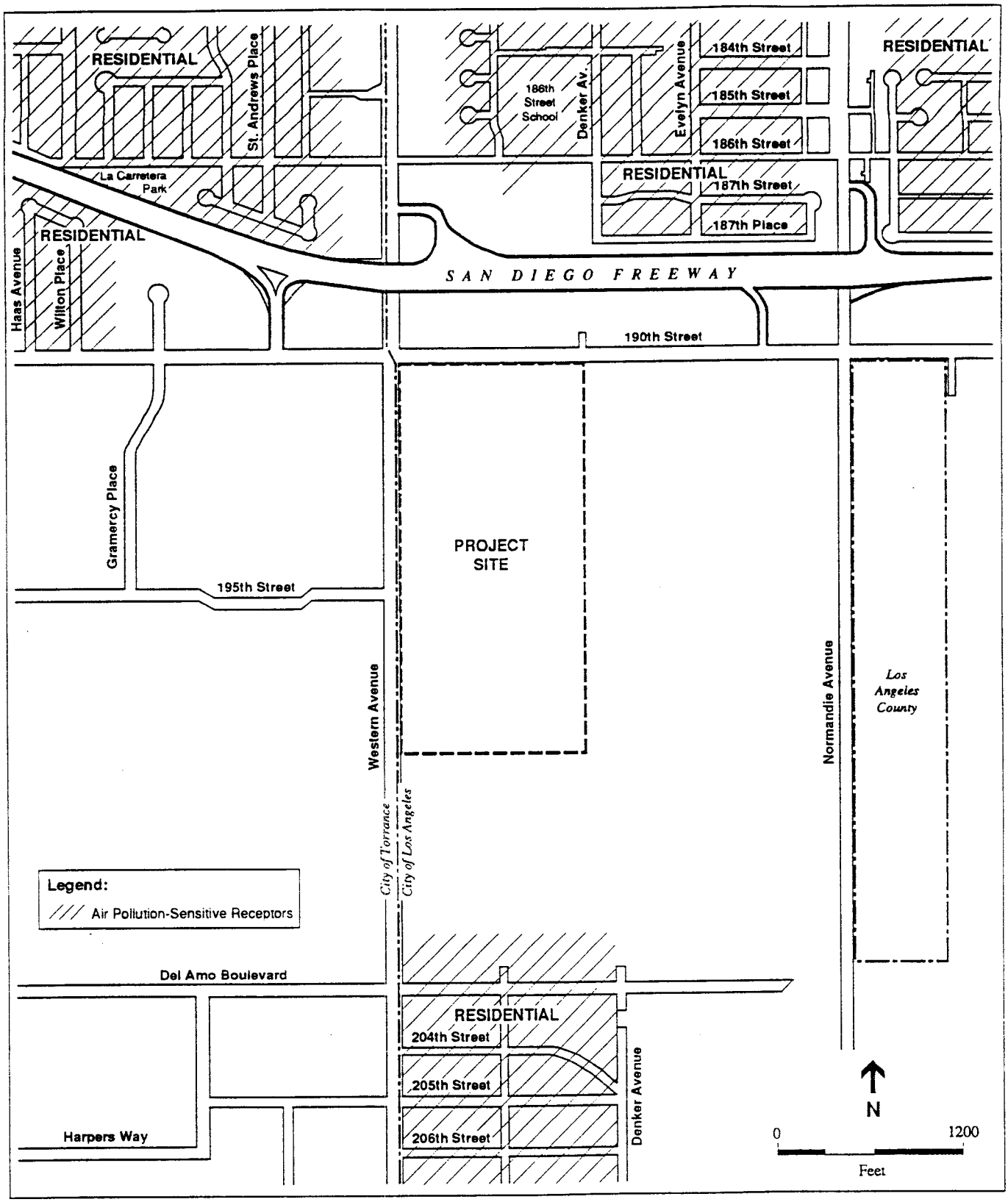

Western / 190th Street Shopping Center / 950161

SOURCE: Environmental Science Associates.

Figure 7
Air Pollution Sensitive Receptors in the Project Vicinity

The SCAQMD has formulated a methodology for estimating construction exhaust emissions based upon the total square footage to be developed, the type of land use being developed, and the duration of the construction period. An assumption was made that the construction period would be approximately 12 months, or 52 weeks, for the construction of 684,275 square feet of shopping center, 55,000 square feet of movie theater (3,500 seats), 52,725 square feet of supermarket, 9,000 square feet of retail shops and 9,000 square feet of restaurant pad buildings.

Total exhaust emission levels, which include construction equipment emissions, construction workers' travel, and construction material hauling, were estimated for the entire construction period. Estimated daily average construction emissions would remain below the thresholds of significance during the entire construction period for all the criteria pollutants with the exception of ROC and NO_x emissions. ROC and NO_x emissions would exceed the thresholds of significance of 75 and 100 pounds per day by approximately 24 pounds per day of ROC and 1,355 pounds per day of NO_x, respectively (see Table 4).

Dust emissions would vary according to the level and type of activity being conducted, silt content of the soil, and prevailing weather. PM_{10} emissions would result from the excavation and grading of the site and are estimated to be approximately 42.3 pounds per day occurring for about a four- to six- month period prior to project construction.[24] PM_{10} emission would also result from on-site equipment use and workers' travel, as shown in Table 4. Construction-generated dust would contribute to the relatively high existing background PM_{10} levels for several years. The state ambient PM_{10} standard is currently exceeded an average of 15 days per year in the Hawthorne area (see Table 3), and construction-related dust would contribute to these excesses in the project vicinity. Relatively large-sized particulates raised by construction would settle out of the atmosphere rapidly with increasing distance from the site. As a result, dustfall can be expected to occur on cars, streets, sidewalks, and other outside surfaces within a 200- to 800-foot radius of individual building sites. Construction particulates are a nuisance and may be hazardous to persons with respiratory problems.

Effect on Sensitive Receptors

Sensitive receptors in the project vicinity could be affected by the increase in local pollutant levels due to construction-related activities, especially the increase in ROC and NO_x

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[24] SCAQMD, *CEQA Air Quality Handbook*, Table A9-9-F, April 1993. Assumes 50% silt content and 20% moisture content (as suggested by Kovacs & Associates).

BOE-C6-0115806

TABLE 4: AVERAGE DAILY AND QUARTERLY CONSTRUCTION EMISSIONS

	Estimated Emissions			
	CO	ROC	NO_x	PM_{10}
Total Emissions (lbs./construction period)[a]	82,260	25,740	378,250	26,860
Average Daily Emissions (lbs/day)[b]	316	99	1,455	103
Daily Thresholds for Construction Emissions (lbs./day)	550	75	100	150
Exceedance of Daily Thresholds (lbs/day)	0	24	1,355	0
Average Quarterly Emissions (tons/quarter)	10.28	3.22	47.28	3.36
Quarterly Thresholds for Construction Emissions (tons/quarter)	24.75	2.50	2.50	6.75
Exceedance of Quarterly Thresholds (tons/quarter)	0	0.72	44.78	0

a. Construction Emissions Factors (in lbs./construction period/1,000 sq. ft. of land use) used to estimate emissions are as follows: CO - 101.55, ROC - 31.78, NO_x - 466.97, PM_{10} - 33.16.

b. Average daily emissions are based on the following assumptions: 52 weeks of construction, for a total of approximately 260 construction days (5 days per week).

SOURCE: South Coast Air Quality Management District, *CEQA Air Quality Handbook*, April 1993.

concentrations. PM_{10} emissions would be below the threshold of significance and would not be considered significant. However, ROC and NO_x emissions would exceed the thresholds of significance for these pollutants and would result in a significant impact to sensitive receptors in the project vicinity.

Project Operation

Stationary-Source Emissions

Stationary on-site emissions are generated as a result of the combustion of natural gas to meet the demand generated by the proposed project. In addition, stationary emissions resulting from electrical energy demand projected for the project will occur off-site at electrical power generating plants located throughout the utility's generating network. Power plant emission factors assume continued availability and use of natural gas in power plants, and an average amount of hydroelectricity per year. Emissions due to the natural gas combustion and the use of electricity associated with the proposed project are shown in Table 5.

BOE-C6-0115807

TABLE 5: ESTIMATED STATIONARY-SOURCE EMISSIONS

	Natural Gas[a]		Electricity[b]			Thresholds of
Pollutant	Emission Factor (lbs/1,000,000 cf)	Est. Emissions (lbs/day)	Emission Factor (lbs/1,000 kWh)	Est. Emissions (lbs/day)	Total Emissions	Significance (lbs/day)
CO	20.0	1.54	0.20	7.24	8.78	550
ROC	5.3	0.41	0.01	0.36	0.77	55
NO_x	120.0	9.27	1.15	41.62	50.89	55
PM_{10}	0.2	0.02	0.04	1.45	1.47	150

a. Based on an estimated natural gas consumption of 28,188,000 cubic feet per year.
b. Based on an estimated electric consumption of 13,208,670 kWh per year.

SOURCE: SCAQMD, *CEQA Air Quality Handbook*, April 1993.

Mobile-Source Emissions

Motor vehicle emissions would be the largest sources of pollutants resulting from implementation of the proposed project. The proposed project is estimated to generate 27,480 daily trips, which are equivalent to approximately 145,090 vehicle miles per day (VMD). Estimated daily emissions associated with project-generated VMDs, as shown in Table 6, would exceed the thresholds of significance for CO, ROC, and NO_x. This would create a significant impact on air quality.

Total Operational Emissions

Significant air quality impacts are identified for projects that would cause an excess of any ambient air quality standard, would contribute substantially to an existing or projected air quality standard excess, or would expose sensitive receptors to substantial pollutant concentrations. Total operational emissions are given in Table 7. These long-term, operational emissions include stationary sources, such as natural gas and electrical consumption, combined with mobile (vehicular) sources; SCAQMD's thresholds of significance are also provided in the table for comparison. As presented in the table, project-related emissions would exceed the thresholds of significance for CO, ROC and NO_x, which would result in a significant impact on air quality.

BOE-C6-0115808

TABLE 6: ESTIMATED EMISSIONS GENERATED BY PROJECT-RELATED TRIPS

Air Pollutant	Estimated Emissions (lbs/day)[a,b]	Thresholds of Significance (lbs/day)
CO	4,787.84	550
ROC	402.05	55
NO_x	283.56	55
PM_{10}	33.56	150

a. Emission factors used to estimate these emissions are as follows: CO: Running Exhaust Emission Factor (REEF) = 4.195 g/mile (based on an average speed of 30 mph); Hot Start Emission Factor (HSEF) = 8.74 g/trip; Cold Start Emission Factor (CSEF) = 71.635 g/trip. ROC: REEF = 0.27 g/mile; HSEF = 0.815 g/trip; CSEF = 3.87 g/trip; Hot Soak Emission Factor (HSKEF) = 0.85 g/trip; Diurnal Emission Factor (DEF) = 2.42 g/vehicle. NO_x: REEF = 0.50 g/mile; HSEF = 1.19 g/trip; CSEF = 2.305 g/trip. PM_{10}: REEF = 0.105 g/mile. The percentages of hot start (HS) and cold start (CS) trips by land use are as follows: Shopping Center: HS = 20%, CS = 80%; Theater: HS = 5%, CS = 95%.

b. Emissions are based on 27,480 daily trips, which are equivalent to approximately 145,090 vehicle miles per day (5.28 miles per trip).

SOURCES: SCAQMD, *CEQA Air Quality Handbook*, April 1993; Meyer Mohaddes Associates, *Traffic Impact Study for the Harbor Gateway Retail Center Project*, January 1996.

Ambient CO Concentrations

Curbside CO concentrations were estimated using the CALINE-4 dispersion model developed by the California Department of Transportation, using peak-hour traffic volumes and worst-case meteorological assumptions. Worst case meteorological conditions include low wind speed, stable atmospheric conditions, and the wind angle producing the highest CO concentrations for each case. CO concentrations were modeled for four intersections most affected by project-generated traffic under the following conditions: existing conditions (1995), future conditions without the proposed project (1998), future conditions with the proposed project without mitigation (1998), and future conditions with the proposed project with mitigation (1998).

Existing and projected worst-case CO concentrations are shown in Table 8. The concentrations correspond to a location of approximately 50 - 70 feet from the edge of a given intersection. Future CO concentrations are generally less than existing levels due to the on-going vehicle

BOE-C6-0115809

TABLE 7: TOTAL OPERATIONAL PROJECT EMISSIONS

Air Pollutant	Total Operational Emissions (lbs/day)	Thresholds of Significance (lbs/day)	Quantity of Pollutant Exceeding Threshold (lbs/day)
CO	4,800	550	4,250
ROC	400	55	345
NO_x	330	55	275
PM_{10}	40	150	- -

Note: Total operational emissions refer to the sum of stationary and mobile emissions presented in Tables 5 and 6. The figures presented above are rounded to the nearest ten.

exhaust control programs that will produce a less-polluting vehicle fleet for 1998 compared to that for 1995.

The results of CO modeling, as shown in Table 8, indicate that the proposed project, with or without mitigation, would not create a CO "hot spot" at any of the four modeled intersections as the project would not contribute to any exceedance of the one-hour or the eight-hour CO standard. Therefore, this would be considered an insignificant impact.

Effect on Sensitive Receptors

Sensitive receptors in the project vicinity, including residences, 186th Street Elementary School, and La Carretera Park, could be affected by the increase in local air pollutant levels due to project-generated traffic as well as the high ambient pollutant concentrations projected for the area. Project-related emissions would exceed the thresholds of significance for CO, ROC and NO_x, which could result in a significant impact to sensitive receptors in the project vicinity.

BOE-C6-0115810

TABLE 8: ESTIMATED EXISTING AND PROJECTED FUTURE MAXIMUM CARBON MONOXIDE CONCENTRATIONS, 1995 and 1998

		CO Concentration (ppm)[a]			
Modeled Intersection	Averaging Period	Existing Conditions (1995)[b]	Future without the Project (1998)[c]	Future with Project w/o Mitigation (1998)[c]	Future with Project w/ Mitigation (1998)[c]
1) 190th Street and Western Avenue	1-hr.	14.8	11.9	12.5	12.3
	8-hr.[d]	10.4	8.3	8.7	8.6
2) 190th Street and Normandie Avenue	1-hr.	13.1	10.7	11.1	10.9
	8-hr.[d]	9.2	7.5	7.7	7.6
3) Torrance Boulevard and Western Avenue	1-hr.	13.2	10.4	10.8	10.8
	8-hr.[d]	9.3	7.2	7.5	7.5
4) Torrance Boulevard and Hamilton Avenue	1-hr.	11.3	9.5	9.8	10.2
	8-hr.[d]	8.0	6.6	6.8	7.1

Note: The state one-hour average CO standard is 20 ppm; the state and federal eight-hour average CO standard is 9.0 ppm. No excesses of applicable standards are estimated for future scenarios. These estimated concentrations are based on the traffic impact study prepared by Meyer, Mohaddes Associates.

a. Modeled with the CALINE-4 dispersion model using EMFAC7EP composite emission factors and assuming worst-case meteorological conditions. Concentrations correspond to a location between 50 to 70 feet from the edge of the given intersection.

b. Existing levels include worst-case background concentrations of 7.2 ppm, one-hour average, and 5.1 ppm, eight-hour average. Background concentrations are based on a three-year running average of the mean daily maximum one-hour concentration for period January, February, October, November and December. (Appendix II-B of the 1994 Draft AQMP, SCAQMD).

c. These estimates refer to 1998 and include worst-case background concentrations of 5.2 ppm, one-hour average, and 3.6 ppm, eight-hour average. These projected backgrounds were based on future CO emission trends as described in Appendix III-A of the 1994 Draft AQMP, SCAQMD. "Future w/o Project" corresponds to future traffic volumes resulting from ambient growth and cumulative development, not including the project. "Future w/ project" levels include future growth and development as well as the project.

d. Eight-hour average concentrations (calculated) are assumed to be 70% of local one-hour average concentrations.

SOURCE: Environmental Science Associates, 1995.

BOE-C6-0115811

CUMULATIVE IMPACTS

Motor vehicle emissions from cumulative development (for 1998) without the project would be approximately 17,280 pounds per day (lbs/day) of CO, 1,690 lbs/day of ROC, 1,360 lbs/day of NO_x, and 180 lbs/day of PM_{10}. Emissions from stationary sources, such as the combustion of electric and natural gas, due to cumulative development are estimated at 50 lbs/day of CO, 5 lbs/day of ROC, 290 lbs/day of NO_x, and 8 lbs/day of PM_{10}. Total operational emissions from cumulative projects would be approximately 17,330 lbs/day of CO, 1,695 lbs/day of ROC, 1,650 lbs/day of NO_x, and 190 lbs/day of PM_{10} (calculations are shown in Appendix D).

Operational emissions from cumulative development including the Harbor Gateway Retail Center project would total approximately 22,130 lbs/day of CO, 2,095 lbs/day of ROC, 1,980 lbs/day of NO_x, and 230 lbs/day of PM_{10}. These emissions would contribute to high pollutant levels projected for the region.

MITIGATION MEASURES

Project Construction

- The project sponsor shall adhere to applicable rules and regulations of the SCAQMD to reduce both stationary and mobile source pollutant emissions.

The following shall be implemented to minimize construction activity and construction equipment emissions:

- All unpaved demolition and construction areas shall be wetted at least twice a day during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403.

- Soil binders shall be spread on site, unpaved roads, and parking areas.

- Ground cover shall be re-established on construction site through seeding and watering.

- Trucks leaving the site shall be washed off.

- All equipment shall be properly tuned and maintained.

- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading or unloading queues

BOE-C6-0115812

would be kept with their engines off, when not in use, to reduce vehicle emissions. Construction activities shall be phased and scheduled to avoid emissions peaks, and discontinued during second-stage smog alerts.

- Stockpiles of soil, sand and similar materials shall be covered.

- A temporary wall of sufficient height to reduce windblown dust shall be erected along the perimeter of the construction site.

- Haul truck staging areas shall be approved by the Department of Building and Safety. Haul trucks shall be staged in non-residential areas with consideration of proximity and potential impact to identified sensitive receptors.

The following shall be implemented to reduce construction-related traffic congestion:

- Rideshare incentives shall be provided.

- Transit incentives for construction personnel shall be provided.

- Construction parking shall be configured to minimize traffic interferences.

- Obstruction of through-traffic lanes shall be minimized.

- A flagperson shall be provided to guide the traffic properly.

- Operations affecting roadways for off-peak traffic hours shall be scheduled.

Project Operation

- The project shall be designed and operated to conserve energy as required by the Department of Water and Power, Southern California Gas Company, and/or other appropriate agencies.

- Access to existing and/or future downtown public transportation systems, transit stops, and pedestrian walkway systems shall be incorporated into the design of the project, subject to requirements of responsible agencies.

- Air filtration systems designed for the proposed project shall be required to reduce adverse impacts on project employees.

The following shall be implemented to limit emissions from vehicle trips and roadway construction:

BOE-C6-0115813

- Commuter transit incentives for employees shall be provided, such as reimbursement for public transit.

- A program of alternative work schedules shall be established.

- The movement of goods shall be scheduled during off-peak traffic hours.

- Local shuttle and regional transit systems shall be provided.

- Dedicated turn lanes shall be provided as appropriate.

- Transit shelters shall be provided.

- Bicycle lanes, storage areas and other amenities shall be provided.

- Project occupants shall comply with SCAQMD Rule 2202, which applies to any employer who employs 100 or more employees on a full or part-time basis at a worksite. This rule, which aims to reduce volatile organic compounds (VOCs), NO_x and CO, provides employers with a menu of options that they can choose from to implement and meet the emission reduction target for their worksite.

ADVERSE EFFECTS

Development of the proposed project would have a significant adverse effect on ROC and NO_x concentration levels during project construction for approximately one year. PM_{10} levels would be increased but not to significant levels. Operational project emissions, including both stationary and mobile source emissions, would have a significant adverse impact on CO, ROC, and NO_x levels which would result in non-conformance with the AQMP. Providing convenient access to public transportation and implementing a Transportation Demand Management Program would enable partial reduction of the project's contribution to local increases in pollution. However, the project's contribution to exceedances of local standards after implementation of proposed mitigation measures is anticipated to remain a significant adverse impact.

Additionally, sensitive receptors in the project vicinity would be subject to adverse conditions resulting from increases in pollutant concentrations associated with the proposed project and pollutant concentrations projected for the area.

BOE-C6-0115814

C. NOISE

The purpose of this section is to identify, describe, and evaluate noise sources and potential noise conflicts associated with the proposed project. The section will analyze the noise impacts generated by the proposed project, including both the short-term construction impacts and long-term operational impacts, and determine whether they would result in perceptible or significant increases in noise levels, or noise levels exceeding State or local guidelines.

ENVIRONMENTAL SETTING

Noise Sources and Levels

Environmental noise is usually measured in A-weighted decibels (dBA). A decibel (dB) is a logarithmic unit of sound energy intensity. Sound waves, traveling outward from a source, exert a sound pressure level (commonly called "sound level"), measured in decibels. A dBA is a decibel corrected for the variation in frequency response of the typical human ear at commonly encountered noise levels. In general, people can perceive a three-dBA difference in noise levels; a difference of 10 dBA is perceived as a doubling of loudness. Some representative sounds and sound pressure levels are shown in Figure 8.

Environmental noise levels typically fluctuate over time; different types of noise descriptors are used to account for this variability. These descriptors include L_{eq} and L_{dn}. The L_{eq} is the actual time-averaged, equivalent steady-state sound level, which, in a stated period, would contain the same acoustic energy as the time-varying sound level during the same period. The L_{dn} is a 24-hour day and night noise measurement which accounts for greater sensitivity of most people to nighttime noise. The L_{dn} is based on human reaction to cumulative noise exposure over a 24-hour period. Noise between 10:00 p.m. and 7:00 a.m. is weighted by adding 10 dBA to take into account the greater annoyance of nighttime noises. The L_{dn} noise descriptor is commonly used in establishing noise exposure guidelines for specific land uses.[25]

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[25] California Office of Planning and Research, *State of California General Plan Guidelines*, June 1987.

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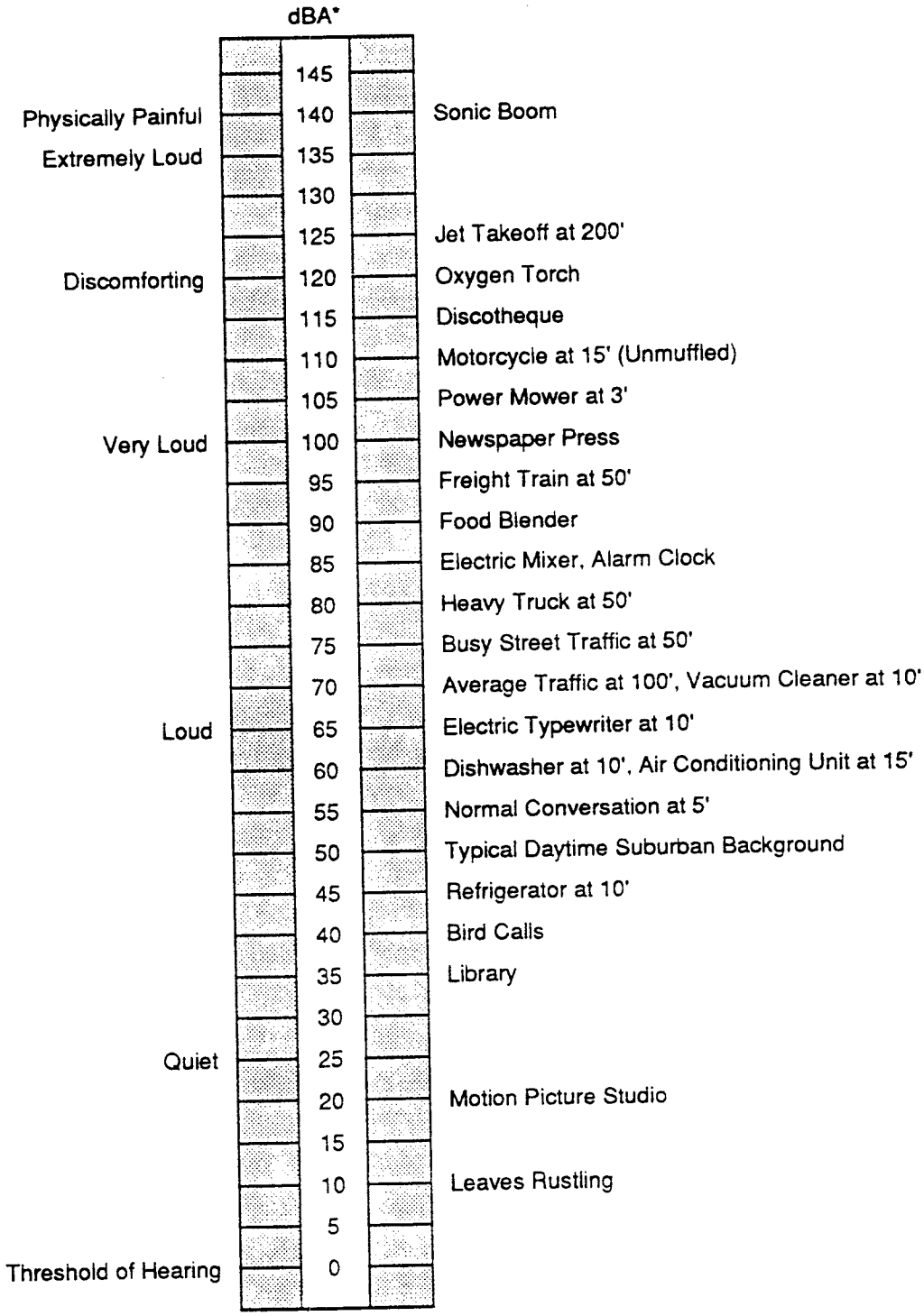

* The unit of sound is the decibel (dB). The loudness of sound is typically measured using a sound meter, the A-Scale of which corresponds closely to the way the human ear perceives sound. Thus the sound level for noise evaluations is frequently expressed in dBA.

Western / 190th Street Shopping Center / 950161 ■

SOURCE: L.A. County Preliminary Noise Element, 1974.

Figure 8
Typical Noise Levels of
Familiar Sources (Acoustical Scale)

Noise Standards, Plans, and Policies

A Noise Ordinance (Ordinance No. 144,331) was adopted by the City of Los Angeles in January 1973, and was amended by Ordinance No. 161,574 on August 4, 1986. This ordinance controls any disturbing, excessive, or offensive noise which causes discomfort or annoyance to any receptor in the area and applies to all noise source including construction noise and project-induced noise affecting the surrounding area.[26]

The City of Los Angeles *Environmental Impact Report Manual For Private Projects* provides standards by which to evaluate the compatibility between land use and noise.[27] The guidelines rate the compatibility between 24-hour average noise levels (L_{dn}) and various types of land uses. Figure 9 shows the noise exposure guidelines.

Existing Noise Levels

Four short-term noise measurements were made during the afternoon peak traffic period (4:00 p.m. - 6:00 p.m.) at locations around the project site to quantify the ambient noise environment in the project area (see Figure 10). Ambient noise is the total noise associated with a given environment and usually comprises sounds from many sources both near and far. Traffic-generated noise in the project area was the main contributor to the ambient noise level. The noise measurement results are shown in Figure 10. Measured noise levels during the peak traffic period ranged from 72.3 dBA, L_{eq} to 78.1 dBA, L_{eq}. Noise levels during the peak period are considered "normally acceptable" to commercial uses, including some retail and light industrial, which are the primary uses surrounding the project site.

Ambient noise is the total noise associated with a given environment and usually comprises sounds from many sources both near and far. The existing noise environment of the site is primarily a function of the distance from 190th Street, Western Avenue, and the San Diego Freeway (I-405).

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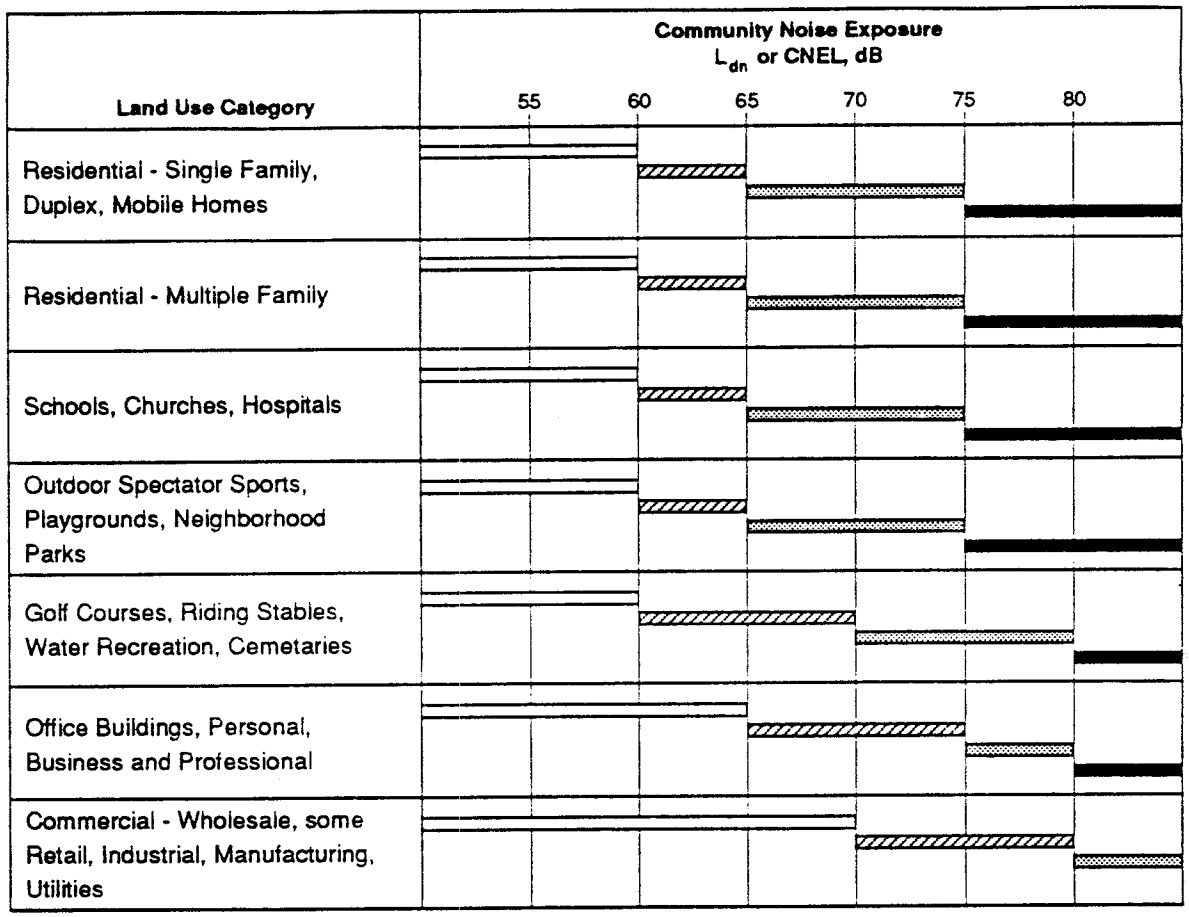
26 City of Los Angeles, Noise Ordinance No. 144,331, 1973.

27 City of Los Angeles, Environmental Impact Report Manual for Private Projects, 1975.

BOE-C6-0115817



Legend:

Clearly Acceptable
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Normally Acceptable
New construction or development should be undertaken only aftere a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insultaion features included in the design.

Clearly Unacceptable
New construction or development should generally not be undertaken.

Considerations in Determination of Noise-Compatible Land Use

a. Suitable Interior Environments
One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no grater than 45 dB CNEL of L_{dn}. This requirement, coupled with the measured of calculated noise reduction performance of the type of structure under construction, should govern the minimum acceptable distance to a noise source.

b. Acceptable Outdoor Environments
Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

Western / 190th Street Shopping Center / 950161 ■

SOURCE: City of Los Angeles,
Environmental Impact Report Manual for Private Projects, 1975.

Figure 9
Recommended Guidelines for Environmental Noise Criteria for Compatible Land Use

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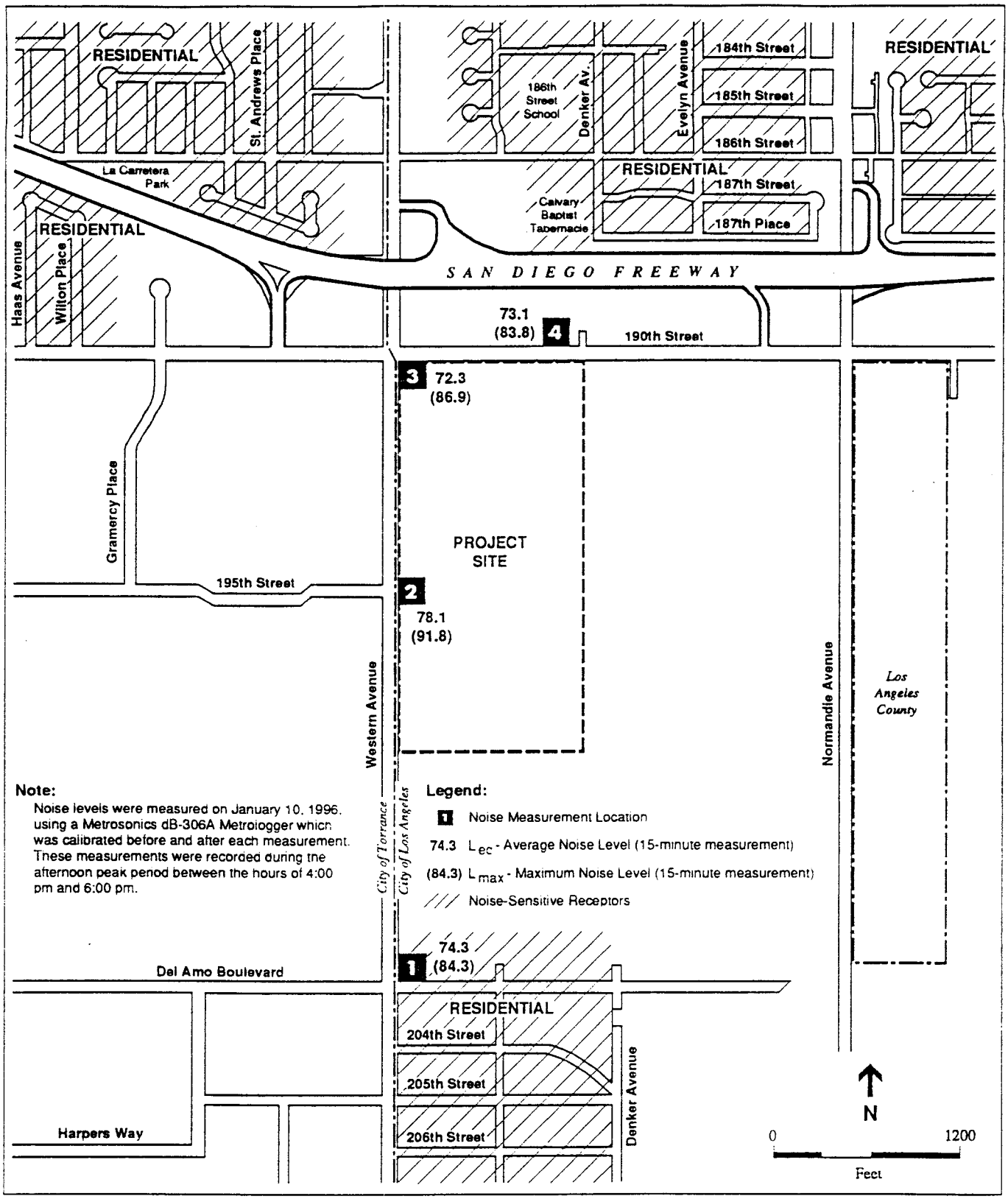

SOURCE: Environmental Science Associates.

Western / 190th Street Shopping Center / 950161 ■

Figure 10

Noise Measurement Locations and Noise-Sensitive Receptors in the Project Area

Sensitive Receptors

Some land uses are considered more sensitive to ambient noise levels than others, due to the amount of noise exposure (in terms of both exposure time and "insulation" from noise) and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, parks and outdoor recreation areas are generally more sensitive to noise than are commercial and industrial land uses.

Sensitive receptors in the project area include residences south of Del Amo Boulevard (the nearest residences are approximately 1,200 feet south of the site), residences north of 190th Street and west of Western Avenue (the nearest residences are approximately 1,800 feet northwest of the site), 186th Elementary School north of the I-405 Freeway (approximately 1,500 feet north of the site), La Carretera Park northwest of the project site (approximately 1,800 feet from the site), and the Calvary Baptist Church north of the project site (approximately 800 feet from the site), as shown in Figure 10. None of these receptors have a direct line of sight of the project site. Other land uses adjacent to the project site are predominantly commercial and industrial which are relatively unaffected by changes in the ambient noise environment.

ENVIRONMENTAL IMPACTS

Project Construction

Construction of the proposed project would generate intermittent high noise levels on and adjacent to the development site during construction which may take up to one year. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and receptor, and presence or absence of barriers between noise source and receptor.

Table 9 shows typical exterior noise levels associated with various phases of commercial construction. Table 10 shows noise levels associated with various types of construction related machinery. If pile drivers are used, the noise levels at 50 feet for typical equipment and muffled equipment would be 90 dBA and 80 dBA, respectively. Noise levels would decrease by about six dBA with each doubling of distance from the construction site (e.g., noise levels from excavation would be about 83 dBA at 100 feet from the site, and about 77 dBA at 200 feet from

BOE-C6-0115820

TABLE 9: TYPICAL COMMERCIAL CONSTRUCTION NOISE LEVELS

Construction Phase	Noise Level(dBA)[a]
Ground Clearing	84
Excavation	89
Foundations	78
Erection	85
Finishing	89

a. Noise levels at 50 feet from the source.

SOURCE: Bolt, Beranek, and Newman, *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, U.S. Environmental Protection Agency*, 1971.

TABLE 10: DEMOLITION AND CONSTRUCTION EQUIPMENT SOURCE NOISE LEVELS

EQUIPMENT TYPE	TYPICAL EQUIPMENT AT 50 FT. (IN dBA)	QUIETED EQUIPMENT AT 50 FT. (IN dBA)[a]
Air Compressor	81	71
Backhoe	85	80
Concrete Pump	82	80
Concrete Vibrator	76	70
Concrete Breaker	82	75
Truck Crane	88	80
Dozer	87	83
Generator	78	71
Loader	84	80
Paver	88	80
Pneumatic Tools	85	75
Water Pump	76	71
Power Hand Saw	78	70
Shovel	82	80
Trucks	88	83
Pile Drivers	90	80

a. Quieted equipment can be designed with enclosures, mufflers, or other noise-reducing features.

Source: Acentech, Inc.

BOE-C6-0115821

the site). Interior noise levels would be about 10 dBA (open windows) to 20 dBA (closed windows) less than exterior noise levels.[28]

The 75 dBA noise limit at a distance of 50 feet, which was set in Noise Ordinance No. 161,574 Section 112.05, would be exceeded intermittently during construction activities.

However, since there are no sensitive receptors in the immediate vicinity of the project site, construction noise impacts to nearby uses, which consist of commercial and industrial uses, would not be significant.

Project-Generated Noise

The proposed project would contribute to an increase in local traffic volumes, resulting in higher noise levels along local roadways. Traffic noise levels were analyzed at five locations that would be most affected by additional project-generated motor vehicle trips, as listed in Table 11. Traffic noise was estimated for existing conditions (1995), future conditions without the project (1998), and future conditions with the proposed project (1998). The noise levels predicted by the model are generally different than measured noise levels due to sound attenuation provided by existing buildings and site geometries which are not accounted for in the model.

As shown in Table 11, although project-generated traffic would increase local traffic noise levels, it would increase roadside noise levels by less than one dBA. An increase of at least three dBA is necessary before a change in the ambient noise environment is discernible and thereby considered significant; therefore, no significant increases would be anticipated as a result of the proposed project. Estimated noise levels at project buildout would remain "normally acceptable" to commercial and industrial uses immediately adjacent to the project site.

CUMULATIVE IMPACTS

Cumulative (1998) peak hour traffic noise without the proposed project would be within the "normally acceptable" range for commercial and industrial uses. No significant increases (more than three dBA increases) are anticipated to result from cumulative development in the project area.

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28 C. Lawrence Cornett and Charles E. Hina, Methods for Predicting Noise and Vibration Impacts, U.S. Dept. of Transportation, Transportation Systems Center, 1979.

BOE-C6-0115822

TABLE 11: ESTIMATED EXISTING AND PROJECTED FUTURE AFTERNOON PEAK-PERIOD NOISE LEVELS ALONG SELECTED ROAD SEGMENTS NEAR THE PROJECT SITE, 1995 AND 1998

		Noise Levels (dBA, L_{eq})[a]			
Road Segment	Distance from the Roadway (Meters)	Existing Conditions (1995)	Future w/o Project Conditions (1998)	Future w/ Project Conditions (1998)	Project Impact
190th Street	15	71.6	72.0	72.5	0.5
(between I-405 Off/On Ramps	50	66.4	66.8	67.3	0.5
West of Western Avenue and Western Avenue	100	63.4	63.8	64.3	0.5
190th Street	15	70.3	71.0	71.9	0.9
(between Western Avenue	50	65.0	65.8	66.7	0.9
and Normandie Avenue)	100	62.0	62.8	63.7	0.9
Western Avenue	15	70.7	71.2	71.7	0.5
(between I-405 Off/On Ramps	50	65.4	66.0	66.5	0.5
and 190th Street)	100	62.4	62.9	63.5	0.6
Western Avenue	15	70.4	70.8	71.6	0.8
(between 190th Street	50	65.1	65.6	66.4	0.8
and 195th Street)	100	62.1	62.6	63.4	0.8
Western Avenue	15	69.5	70.1	70.7	0.6
(between Del Amo Boulevard	50	64.3	64.8	65.4	0.6
and Torrance Boulevard)	100	61.3	61.8	62.4	0.6

a. Noise levels estimates and projections were made using the U.S. Department of Transportation's *FHWA Traffic Noise Prediction Model*. Average speed assumed to be 30 mph: vehicle mix assumed to be 95% autos, 3% medium trucks and 2% heavy trucks.

MITIGATION MEASURES

- The project shall comply with the City of Los Angeles Noise Ordinance, Nos. 144,331 and 161,574.

- Construction shall be limited to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday and between 8:00 a.m. and 6:00 p.m. on Saturday.

BOE-C6-0115823

- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

- Temporary noise barriers, such as wooden barrier walls, mufflers, and noise attenuating devices shall be employed to reduce noise generated during construction.

ADVERSE EFFECTS

No significant adverse effects on the ambient noise environment in the project area are anticipated to result from implementation of the proposed project.

D. AESTHETICS

Visual Impacts

The purpose of this section is to identify and evaluate key visual resources in the project area, and to determine the degree of visual impact that would be attributable to the proposed project. The analysis describes the potential aesthetic effects of the proposed project on the existing landscape and built environment, focusing on the compatibility of the project with existing conditions and the project's effect on visual resources, as well as project impacts during construction and the intermediate period between the completion of construction and the maturation of project landscaping.

ENVIRONMENTAL SETTING

Urban design character can be defined as the overall physical image of the urban environment. Several factors contribute to this image, including the nature and quality of building architecture; the cohesion of the area's collective architecture; the compatibility between uses and activities with the built environment; the quality of the streetscape, including roadways, sidewalks, plazas, parks, and street furniture; and the quality and nature of private property landscaping that is visible to the general public.

The project site is located in a historically industrial area, with residential areas located to the south and north of the San Diego Freeway (I-405). The majority of the site is vacant and has been demolished; however, there are several existing structures remaining on site, including a

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120-foot tall tower. Figures 11 through 20 exhibit current views of the project site and surrounding area.

The site is bordered on the north by 190th Street; several commercial office buildings are located along the north side of 190th Street across from the site. The west side of the side is bordered by Western Avenue, with Toyota Motor Company's American headquarters located across the street. The site is bordered on the south and east by industrial property; the eastern property is owned by McDonnell Douglas, and is planned for redevelopment with commercial retail, office, research and development, and light industrial uses.

The project area is characterized by older industrial properties, many of which are vacant and/or not in operation, newer office, research and development, and light industrial uses, and both single-family and multi-family residential areas within 1,500 feet of the project site. Both Western Avenue and 190th Street are landscaped with mature street trees, and the Toyota headquarters is attractively landscaped. The area is typical of one in transition from industrial uses to office/research and development parks and other commercial uses.

ENVIRONMENTAL IMPACTS

Implementation of the proposed project would result in a substantial change in the aesthetics of the predominately undeveloped site. The most obvious change would be the new 120-foot tall monument tower, visible from the I-405 freeway and surrounding area. Figures 21 through 23 illustrate photomontages of the tower. While this type of signage would be new to the immediate area, it is typical of other signage along the I-405 corridor. Further, the tower would be located approximately where the existing 120-foot tall tower currently stands, and would represent an aesthetic improvement over its continued existence. The scale of the proposed tower would make it a major element of the aesthetic appearance of the area. The new tower, as well as the existing tower, are not consistent with the adjacent Toyota headquarters business park.

Upon completion, the project site would be developed with a retail shopping center complex with approximately 810,000 square feet of total building area, consisting of 15 major retail buildings, including a 55,000-square foot, 3,500-seat motion picture theater and a 52,725 square-foot supermarket, two shop buildings, and three restaurant pad buildings. The site would provide a total of 4,439 parking spaces, and would include both perimeter and interior landscaping. In general, the project would represent a substantial improvement in the aesthetic appearance of the project site. However, the visual character of the commercial retail development would be of a

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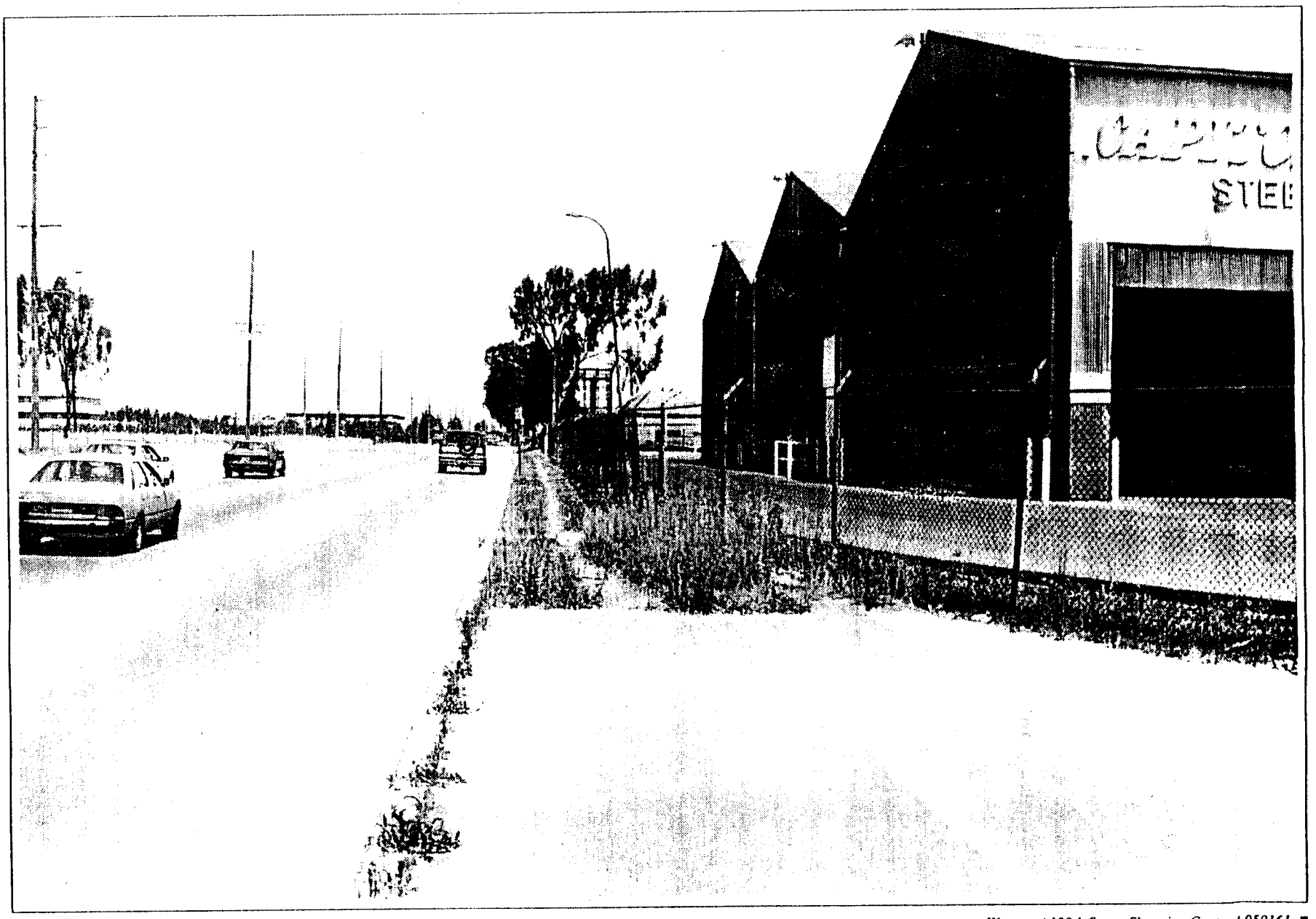
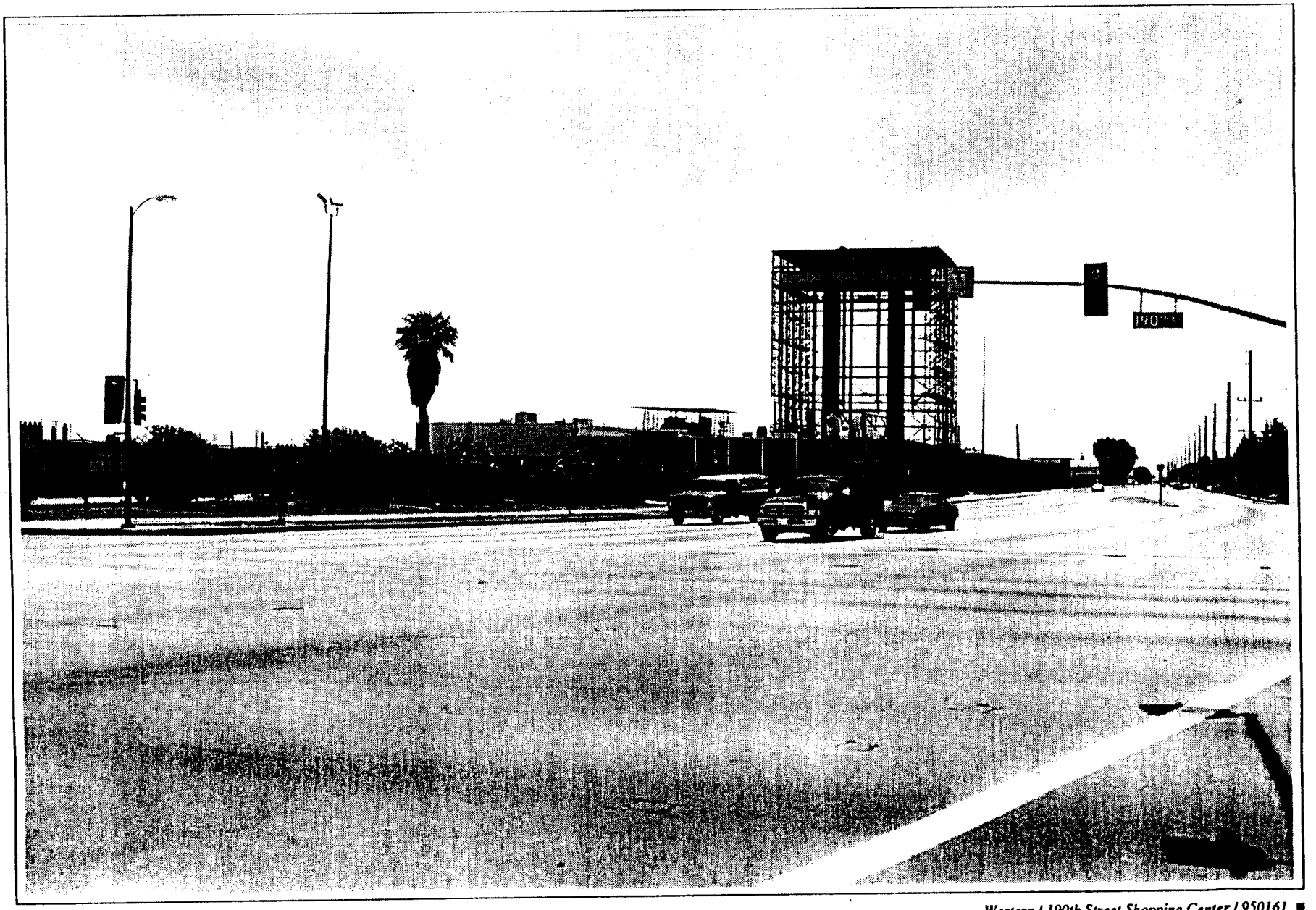


Western / 190th Street Shopping Center / 950161

SOURCE: Environmental Science Associates

Figure 11
Looking North Along Western Avenue

BOE-C6-0115826



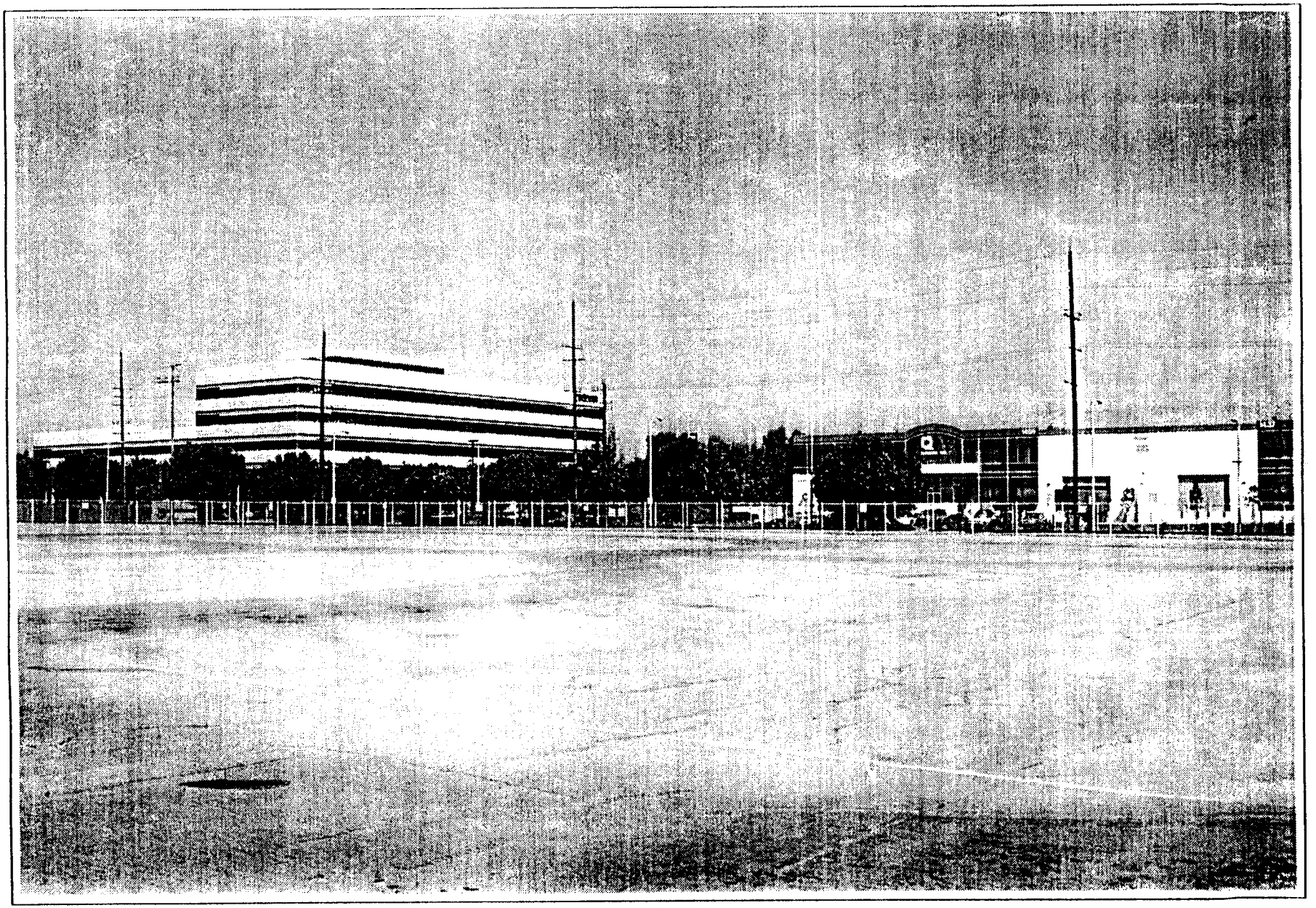
Western / 190th Street Shopping Center / 950161

SOURCE: Environmental Science Associates

Figure 12

View of the Project Site Looking Southeasterly from the Corner of 190th Street and Western Avenue

BOE-C6-0115827

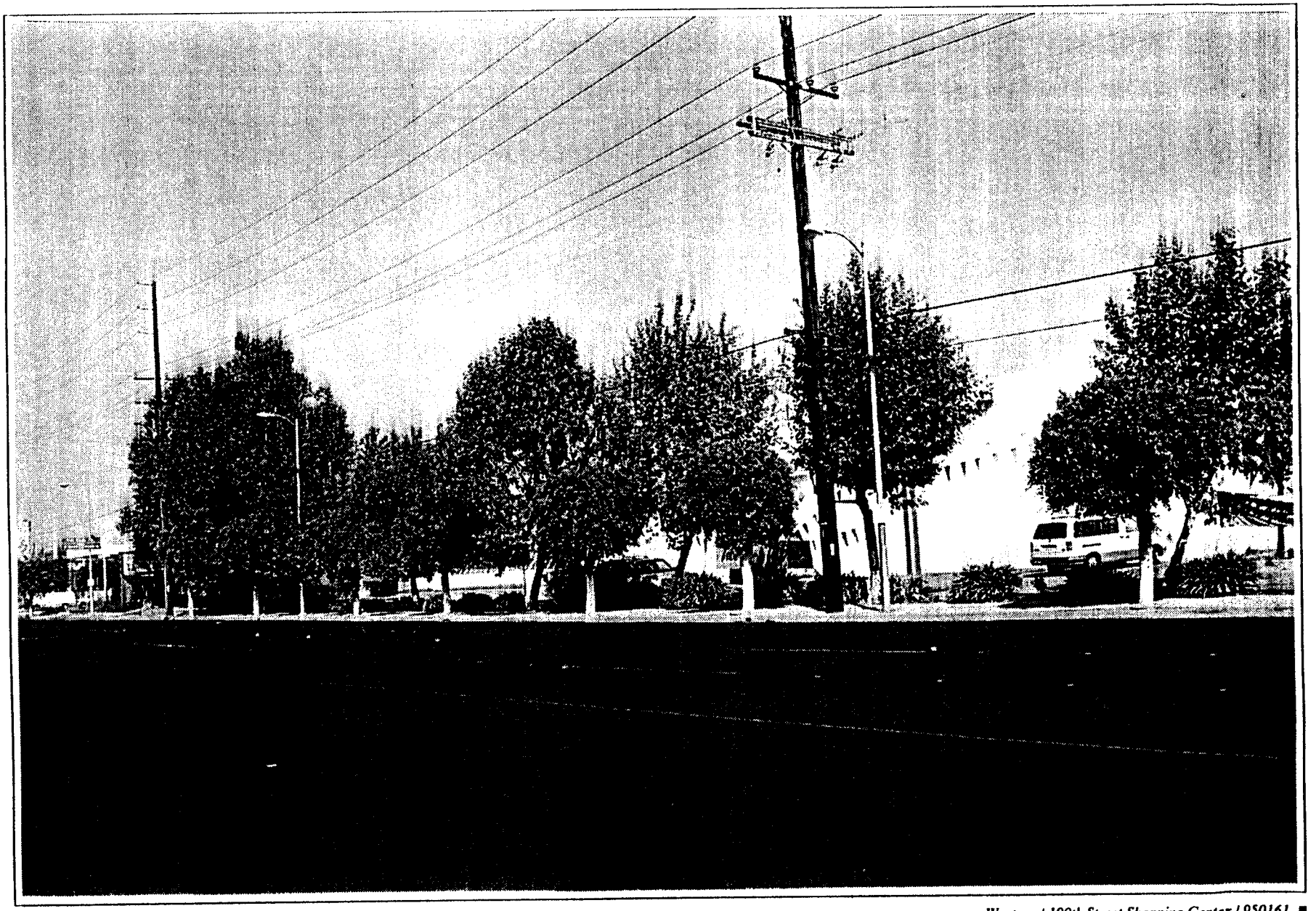


Western / 190th Street Shopping Center / 950161

SOURCE: Environmental Science Associates

Figure 13
View of the Project Site Looking Northwest to 190th Street

BOE-C6-0115828

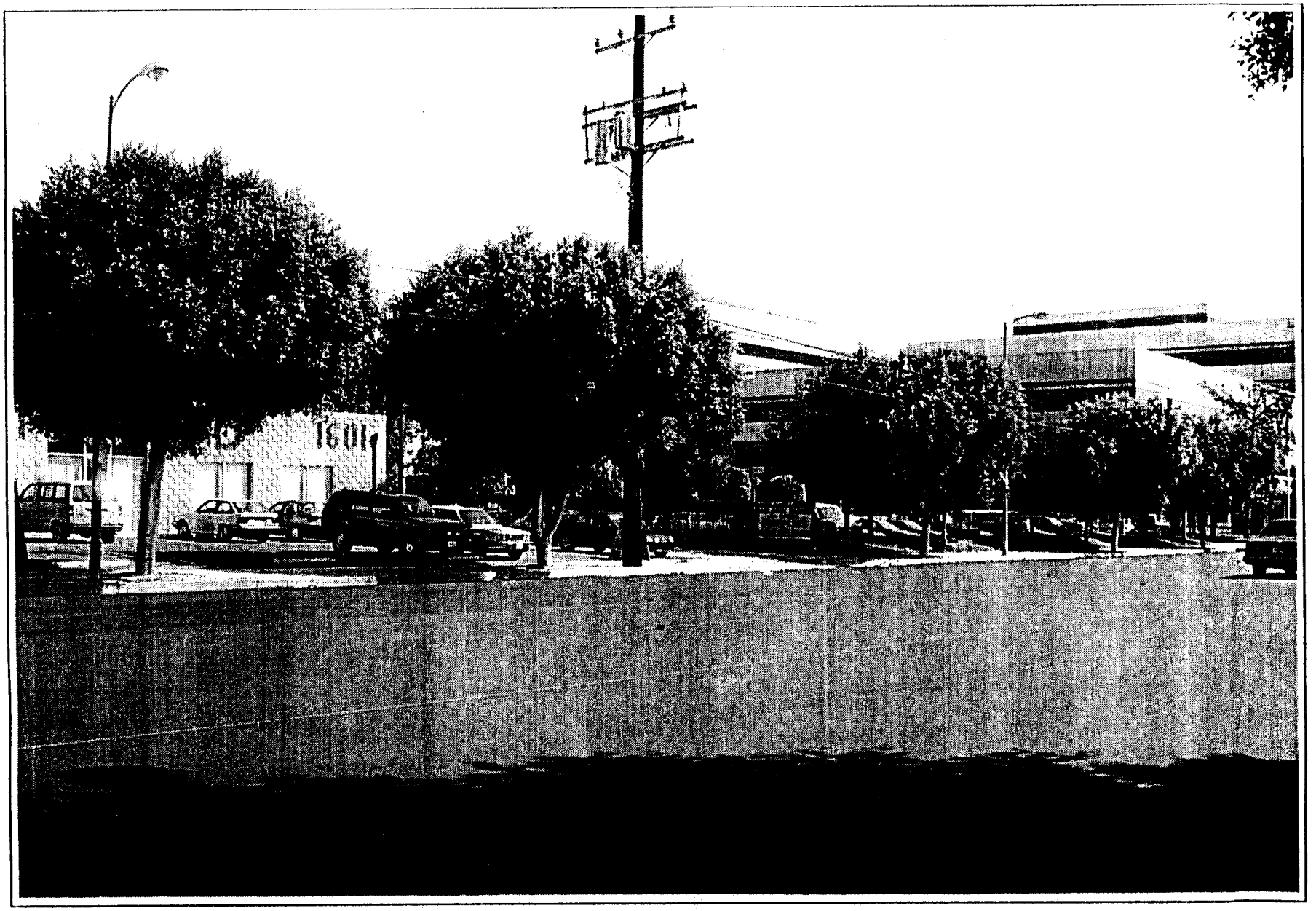


Western / 190th Street Shopping Center / 950161 ■

SOURCE: Environmental Science Associates

Figure 14
View Along 190th Street Looking Northwest

BOE-C6-0115829



SOURCE: Environmental Science Associates

Western / 190th Street Shopping Center / 950161 ■

Figure 15
View Across From the Project Site
Looking Northeast Along 190th Street

BOE-C6-0115830

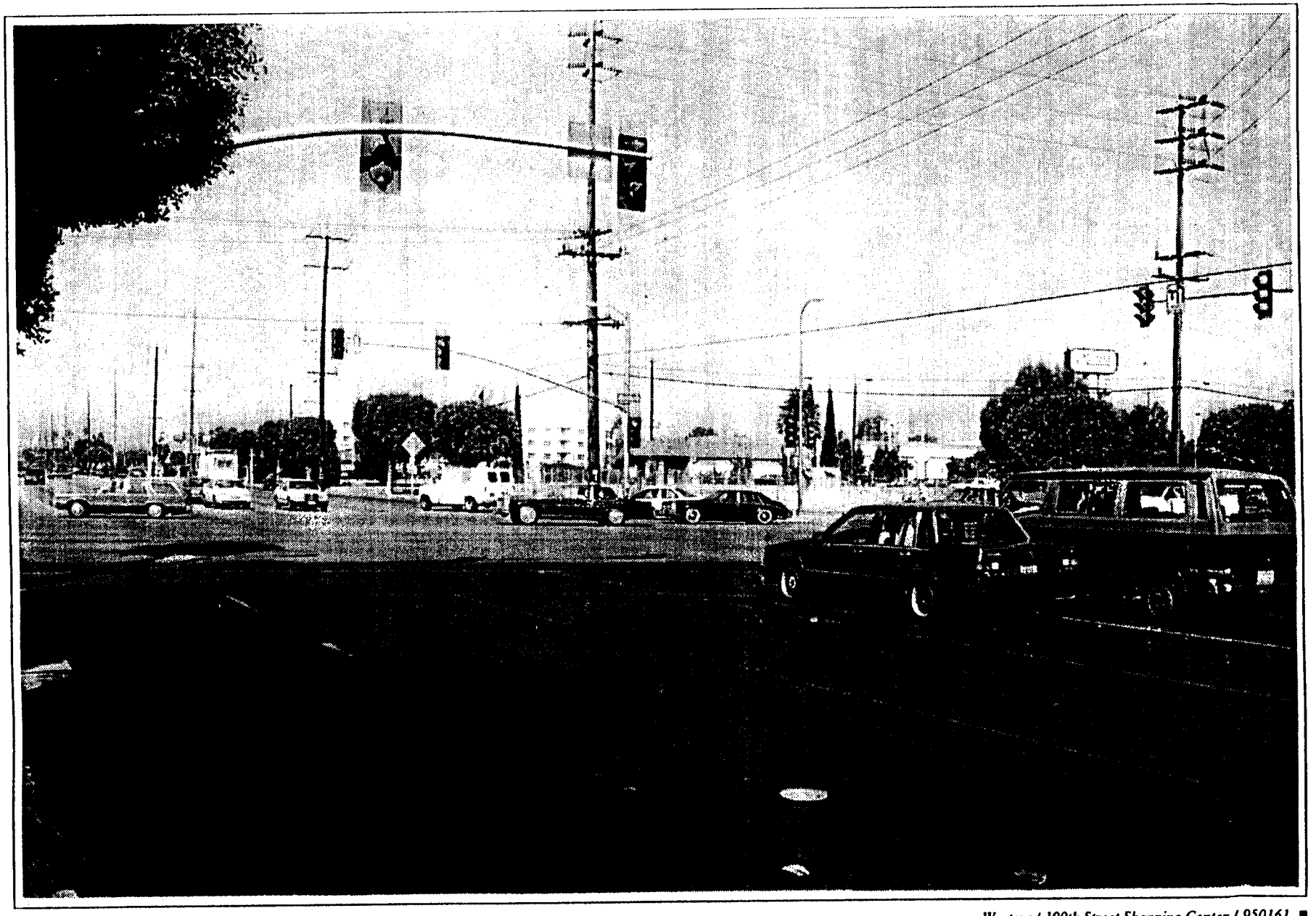
Western / 190th Street Shopping Center / 950161 ■

SOURCE: Environmental Science Associates

Figure 16

Looking Southwest Towards Toyota Building
From the Corner of 190th Street and Western Avenue

BOE-C6-0115831



Western / 190th Street Shopping Center / 950161 ■

SOURCE: Environmental Science Associates

Figure 17
View Looking West on 190th Street
From the Corner of 190th Street and Western Avenue

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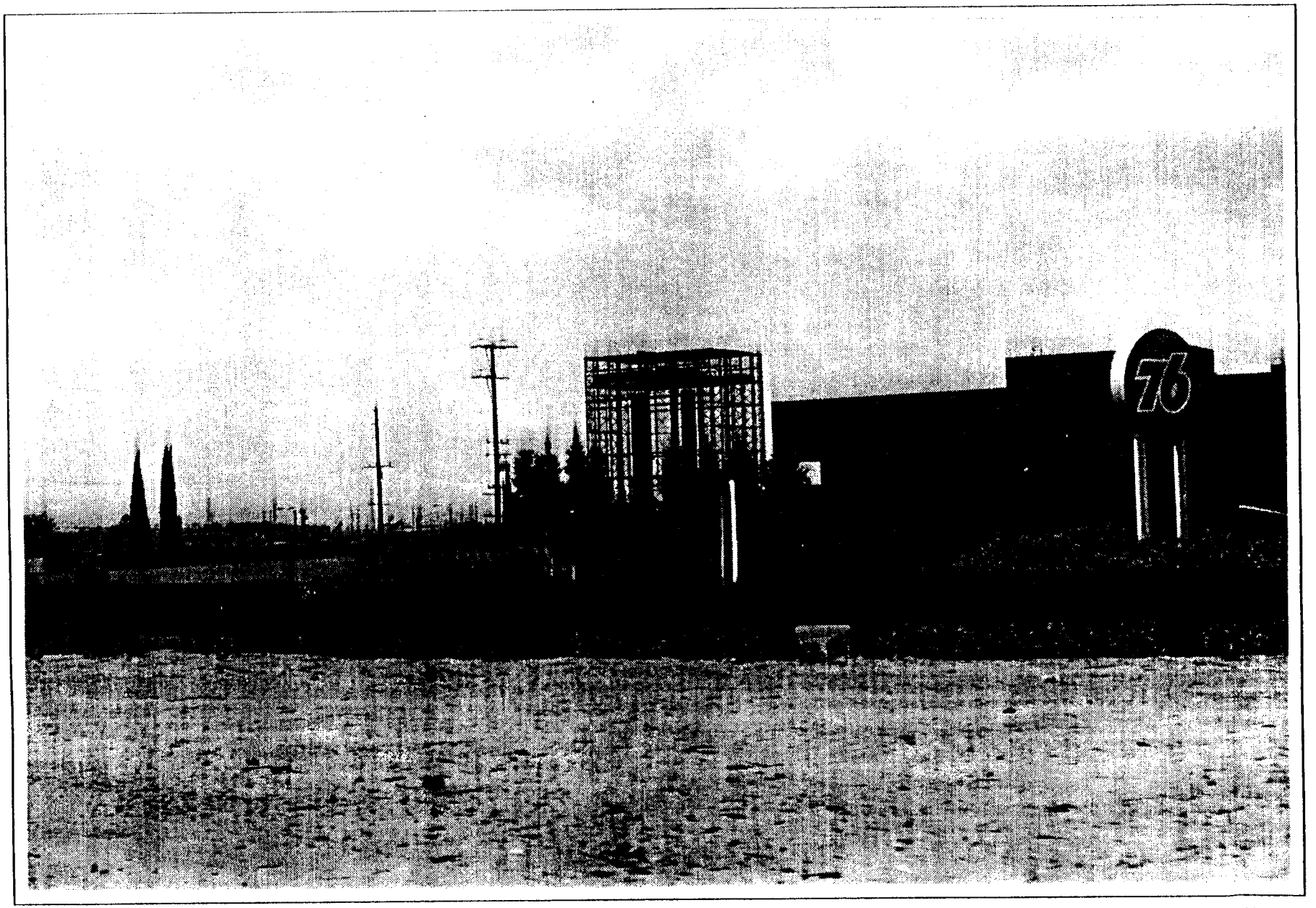
Western / 190th Street Shopping Center / 950161 ■

SOURCE: Musil Perkowitz Ruth, Inc.

Figure 18

Existing View of Site Looking From Northbound (I-405) Freeway Looking Northwest

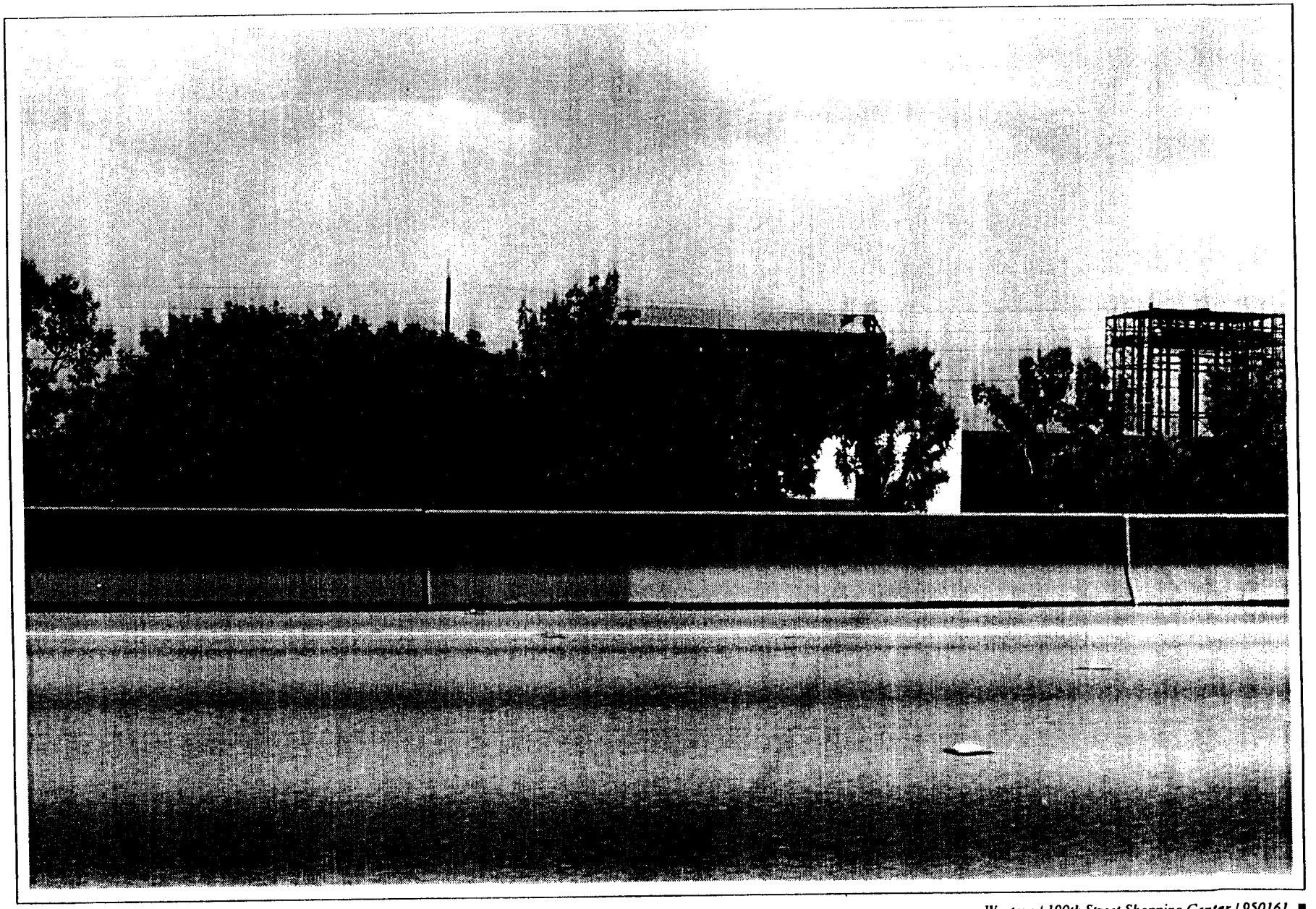
BOE-C6-0115833



SOURCE: Musil Perkowitz Ruth, Inc.

Figure 19
Existing View of Site Looking From Southbound (I-405) Freeway Looking West

BOE-C6-0115834

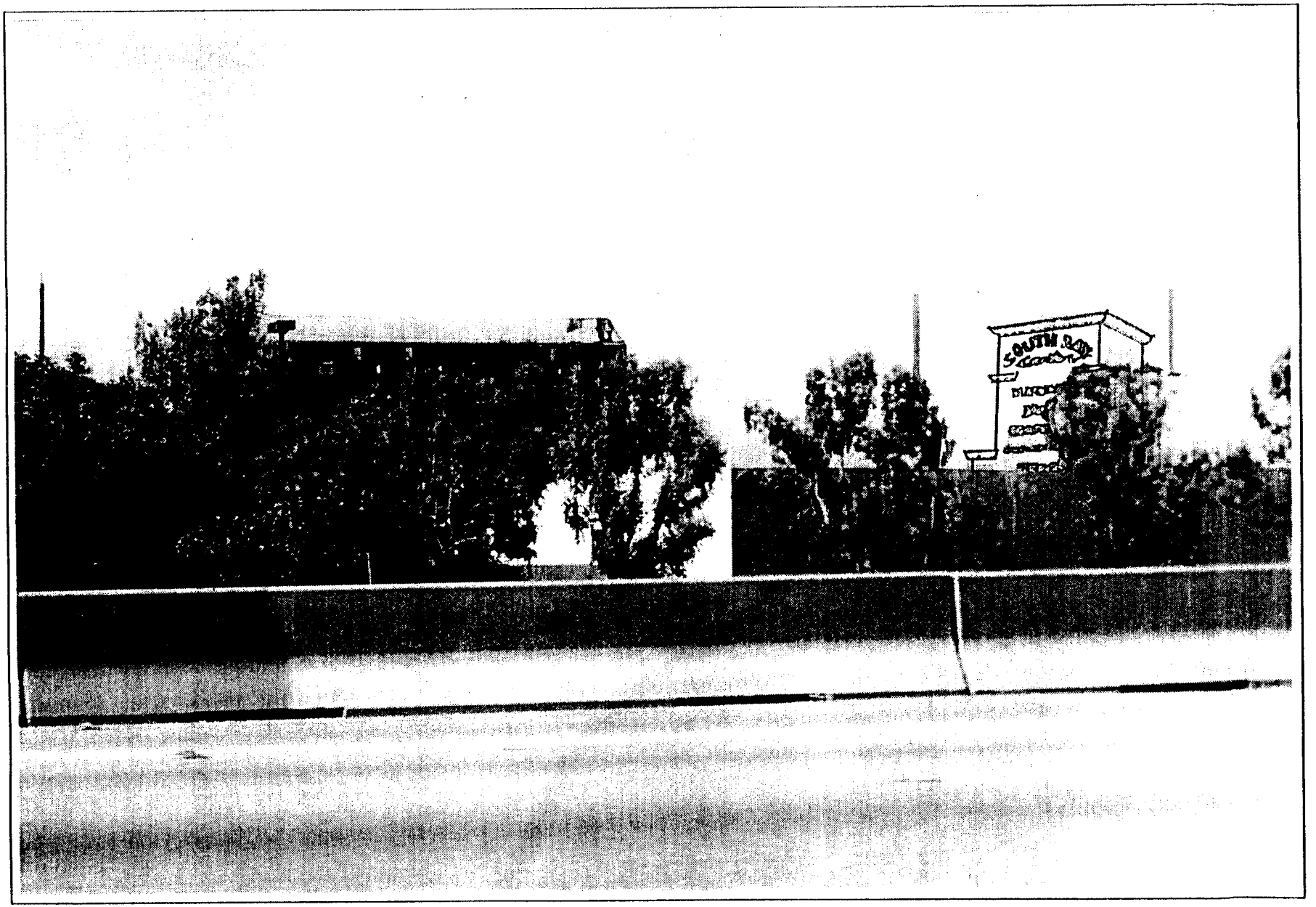


Western / 190th Street Shopping Center / 950161 ■

SOURCE: Musil Perkowitz Ruth, Inc.

Figure 20
Existing View of Site Looking From Northbound (I-405) Freeway Looking West

BOE-C6-0115835



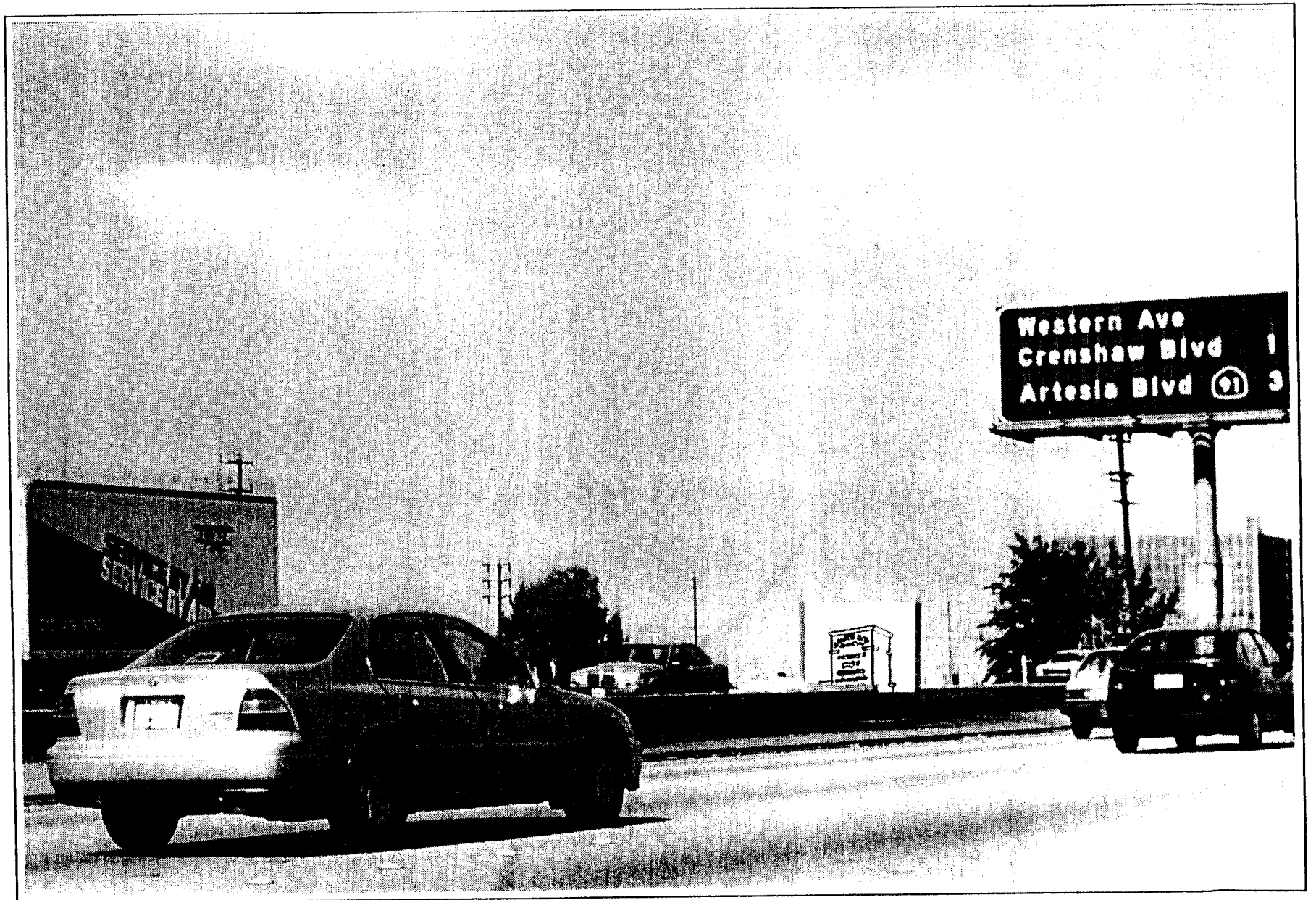
Western / 190th Street Shopping Center / 950161 ■

SOURCE: Musil Perkowitz Ruth, Inc.

Figure 21

View of Tower From Northbound (I-405) Freeway Looking West

BOE-C6-0115836



Western / 190th Street Shopping Center / 950161 ■

SOURCE: Musil Perkowitz Ruth, Inc.

Figure 22

View of Tower From Northbound (I-405) Freeway Looking Northwest

BOE-C6-0115837

Western / 190th Street Shopping Center / 950161 ■

SOURCE: Musil Perkowitz Ruth, Inc.

Figure 23

View of Tower From Southbound (I-405) Freeway Looking West

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different nature than a few of the office/research and development park uses in the vicinity, such as the Toyota headquarters. Sensitive architectural treatment along Western Avenue, including articulated walls, windows, landscaping, and other features would minimize any potential impacts on that facility.

CUMULATIVE IMPACTS

Cumulative development in the project area includes 1,298 units of residential development, approximately 2.67 million sq. ft. of retail uses (in addition to the proposed project), 423,700 sq. ft. of office space, 125 hotel rooms, a 54,000 sq. ft. supermarket, 640,000 sq. ft. of shopping center, a 25,000 sq. ft. church, 285,800 sq. ft. of manufacturing uses, 167,000 sq. ft. of self storage facility, 159,500 sq. ft. of medical/hospital uses, 127,000 sq. ft. of light industrial uses, and a 48-acre golf range. With the exception of projects in the immediate vicinity of each other, visual impacts are typically independent of other projects; therefore, the project would not result in any cumulative visual impacts with these projects.

However, another major commercial development is being contemplated for the McDonnell Douglas site, adjacent to the project site. Although no formal proposal has been submitted, this project could include approximately 450,000 sq. ft. of retail uses, including a theater. This initial development would only include a portion of the site; future development may include additional commercial retail uses, as well as office, research and development uses, and light industrial uses.

In combination with the proposed project, the McDonnell Douglas development would intensify the introduction of a commercial/retail visual character to the area, which would be of a different nature than a few of the office/research and development park uses in the vicinity, such as the Toyota headquarters. In addition, the two sites could result in sharply contrasting visual qualities, unless each is required to consider the other development during their design phases.

MITIGATION MEASURES

- The City shall require design review including a landscaping plan, architectural design and building materials prior to approval of building permits. Proposed project plans shall be subject to review and approval by the decision-makers.

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- Paving materials, as approved by the City for the pedestrian/vehicular corridors, shall be of materials, color, and design to clearly denote the separation, merging, and/or intersection of pedestrian and vehicular traffic.

- A landscaping plan shall be prepared, including a street tree plan, by a licensed California landscape architect per the Landscape Ordinance 170,978. All landscaped areas shall be maintained in a first class condition at all times. Any plants that die shall be replaced on a one for one basis.

- Selection of appropriate tree species shall be subject to approval by the Street Tree Division of Public Works Department.

- Rooftop structures shall be screened from view and utilities should be installed underground, where feasible.

- Architectural design shall be reviewed by the decision-makers. Additional setbacks and architectural treatment may be required to reduce the effect of structural massing along Western Avenue.

- A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four surface parking space. The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb and landscape. Automatic irrigation plan shall be approved to the satisfaction of the City Planning Department.

- The proposed project shall be designed to ensure physical and functional compatibility of adjoining land uses, including the McDonnell Douglas property. The design shall be considered by the decision-maker to ensure functional compatibility between the project and other proposed developments in the immediate area. Consideration shall be given to physical connectors between the proposed projects (e.g. pedestrian walkways, open space corridors, etc.).

ADVERSE EFFECTS

With implementation of the mitigation measures, visual impacts would not be anticipated to be significant.

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Light and Glare

This section discusses the potential for the project to result in increased light and glare, and the degree to which that increase could impact sensitive receptors in the area. The analysis will identify current sources of light and glare, as well as sensitive receptors in the area, and assess the project's effects. For this analysis, significant light and glare impacts include direct lighting on adjacent properties and glare that might create a driving hazard.

ENVIRONMENTAL SETTING

Glare can result from daytime reflection of sunlight off flat building surfaces (especially reflective materials such as glass and polished metal), night illumination of buildings and landscaping, and reflection of headlights. Cases of adverse glare are typically associated with buildings having exterior facades largely or entirely comprised of highly reflective glass or mirror-like material from which the sun reflects at a low angle in the periods following sunrise and prior to sunset. Several buildings of this description are currently located in the project area, including the Toyota headquarters.

Night illumination in the project area is characteristic of an urban area. Night lighting results from several types of artificial light sources, including street lights, automobile lights, residential and commercial building lights, parking facilities, commercial advertisements, and recreational facilities. Current sources of night lighting in the developed areas surrounding the project site include street lighting, and light emanating from the parking areas of surrounding office/research and development parks.

With the exception of the 120-foot tall tower, the project site has been cleared of all structures. No substantial generation of night lighting or glare from reflective materials occurs on the site in its present condition.

ENVIRONMENTAL IMPACTS

The proposed project would not include any buildings with highly-reflective materials; therefore, daytime glare is not anticipated to increase. The project entry, monument tower, and parking areas are proposed to be illuminated during the nighttime hours.

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The project would result in increased ambient nighttime illumination in the area; however, all exterior lighting would be directed onto the site, with no floodlighting seen directly by any nearby sensitive receptors. Therefore, significant light and glare impacts are not anticipated for the project.

CUMULATIVE IMPACTS

With the exception of projects in the immediate vicinity of each other, light and glare impacts are typically independent of other projects; therefore, the project would not result in any cumulative light and glare impacts with these projects.

However, the McDonnell Douglas development, adjacent to the project site, would contribute to cumulative light and glare impacts with the proposed project. In combination with the proposed project, the McDonnell Douglas development could increase the ambient nighttime illumination in the area; however, as with the proposed project, all exterior lighting would be directed onto the site, with no floodlighting seen directly by any nearby sensitive receptors.

MITIGATION MEASURES

- All lighting shall be directed on site and light sources shall be shielded so as not to be intrusive to surrounding properties.

- Potential glare impacts along Western Avenue and 190th Street shall be minimized through the use of strategic landscaping.

ADVERSE EFFECTS

With implementation of the mitigation measures, light and glare impacts would not be significant.

E. LAND USE

Chapter III (General Description of Environmental Setting) describes the land uses in the site vicinity. This section addresses the existing and planned land uses at the site and compatibility of the project with the Harbor Gateway District Plan, applicable zoning, and the General Plan Framework.

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ENVIRONMENTAL SETTING

Adopted General Plan Land Use Designations

The Los Angeles General Plan contains objectives, policies, and programs to guide development in Los Angeles for the next twenty years. The General Plan consists of 35 Community Plans which comprise the Land Use Element, and the Safety, Housing, Environmental, Service Systems, Circulation and Cultural Elements.

The project site is located within the boundaries of the Harbor Gateway District Plan area (adopted February 1979; amended through January 11, 1989) and is designated for Heavy Industrial uses. Corresponding zones for this designation include M3 (heavy industrial zone) and P (surface and underground parking). The Standards and Criteria set forth in the District Plan state that industrial lands are allocated on a citywide basis without regard to the boundaries of individual communities or districts, in accordance with the general principle that jobs should be available within a reasonable commuting distance from employees' homes. Approximately 1,241 acres of the District are designated for industrial uses, amounting to approximately 37 percent of the District. Figure 24 shows the General Plan land use designations on the site and in the vicinity.

Zoning for the project site is shown in Figure 25. The project site is zoned M3-1. This designation allows a variety of industrial and commercial uses (subject to C2 zone restrictions); the Height District 1 allows a floor area ratio (FAR) of up to 1.5:1 (1.5 square feet of floor area for every square foot of site area). Under these restrictions, approximately 4.4 million square feet of industrial or commercial development would be allowed on the site.

General Plan Framework

The City is currently preparing a citywide General Plan Framework, which will be a new element of the City's General Plan that sets forth a citywide comprehensive long range growth strategy. The Draft General Plan Framework was published in January 1995. It defines citywide policies that will be implemented through subsequent amendments of the City's Community Plans, zoning ordinances, and other pertinent programs.

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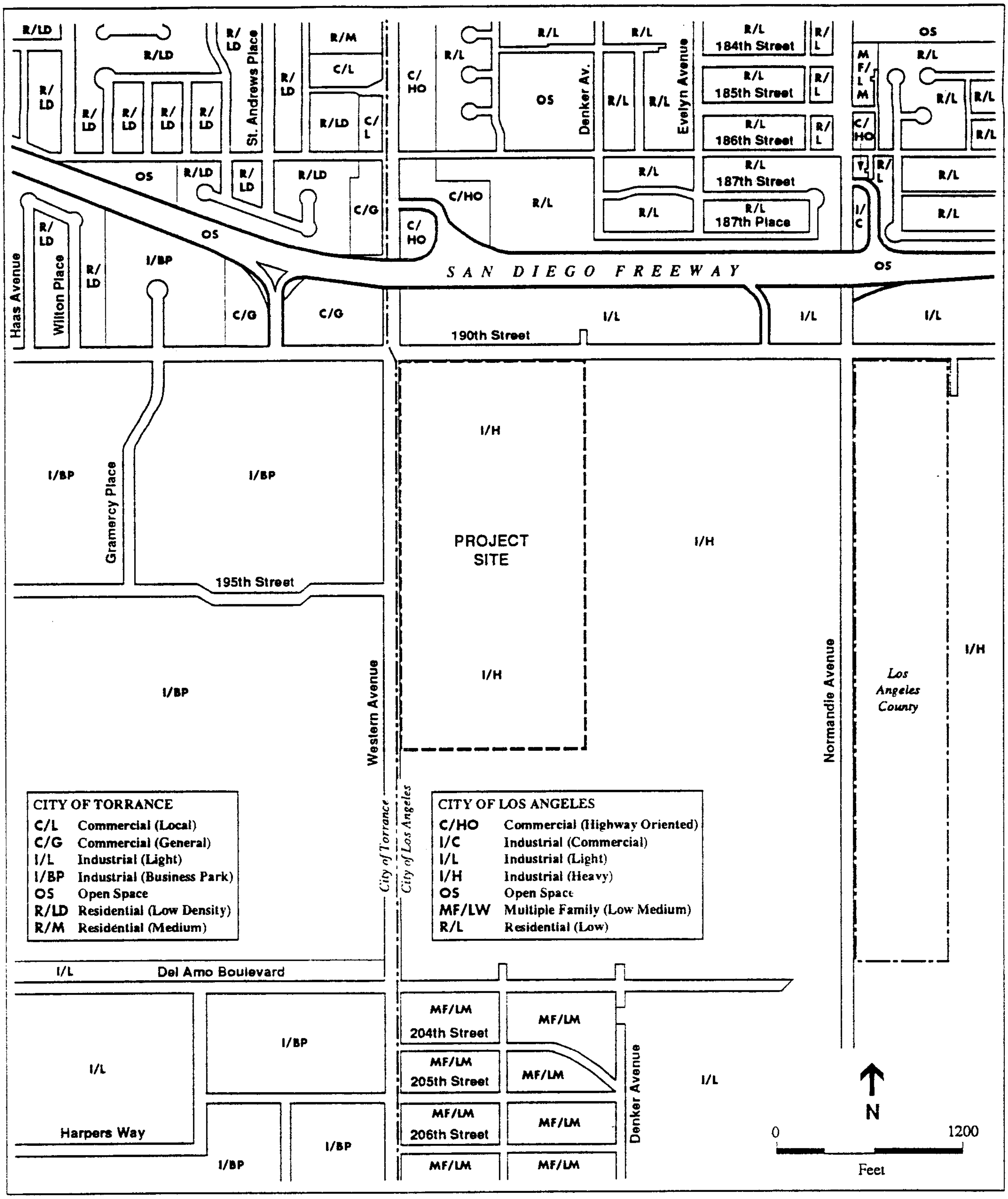

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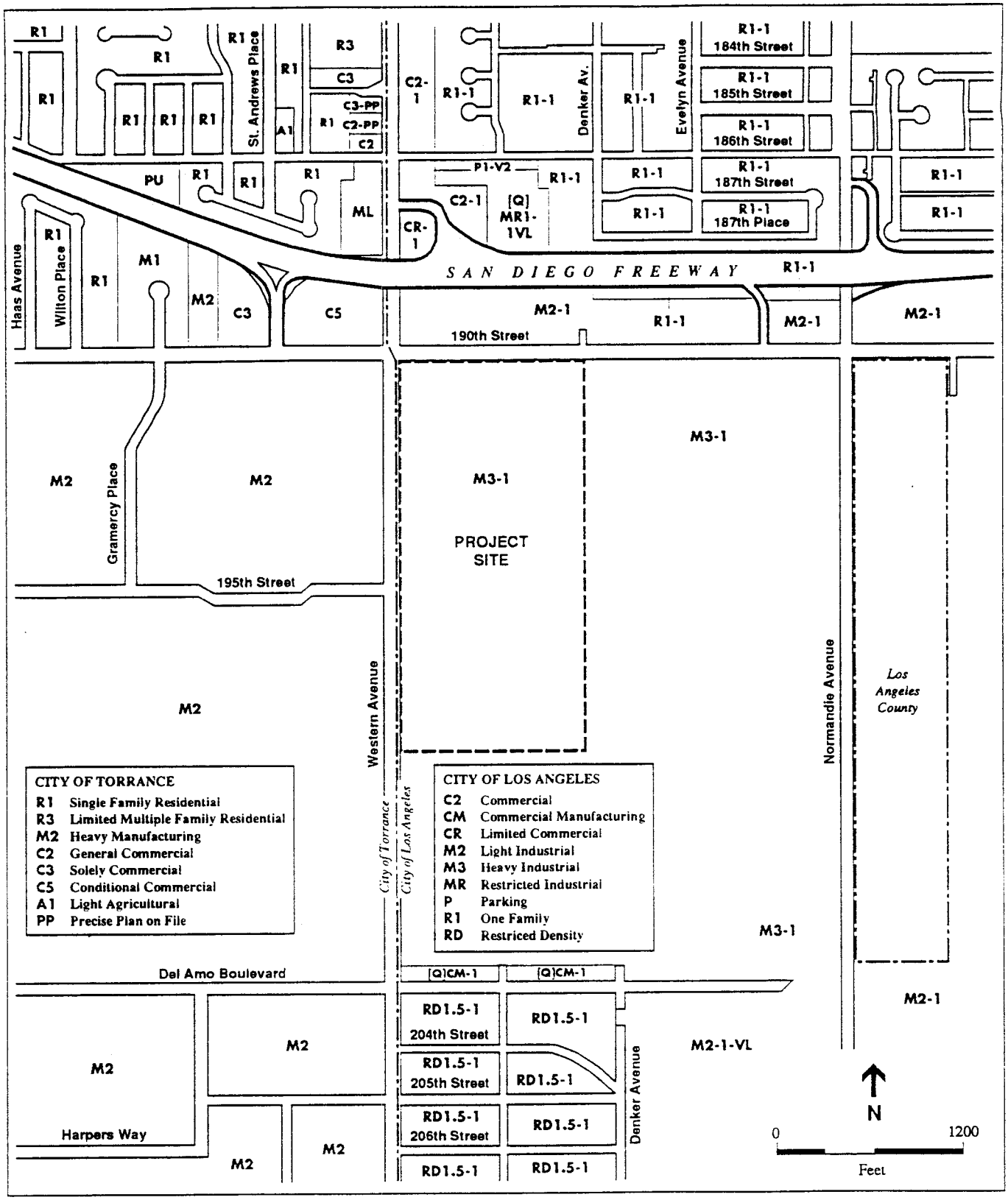
SOURCE: City of Torrance General Plan Land Use Map and General Plan of the City of Los Angeles, Harbor Gateway District Plan.

Figure 24
General Plan Land Use Designations



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SOURCE: City of Los Angeles.

Figure 25
Zoning Designations

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Zoning

While the Framework incorporates diagrams which depict the generalized distribution of land uses throughout the City, it does not convey or affect entitlements for any property. Specific land use designations are determined by the Community Plans.

The Draft General Plan Framework designates the site as within a Regional Center. As defined in the Framework, Regional Centers are intended to serve as the focal points of regional commerce, identity, and activity, catering to many neighborhoods and communities and serving a population of 250,000 to 500,000 residents. Regional Centers are typically high density areas whose physical form is substantially differentiated from the lower density neighborhoods of the City.

The Framework encourages industrial uses in areas designated as Heavy Industrial, with the possible consideration for other uses where parcels will not support viable industrial uses (determined by the Community Plan). A FAR of 1.5:1 is recommended for the industrial designation. The Framework also continues the policy set forth in the Municipal Code of generally allowing uses which are permitted in more restricted zones; thus, commercial uses which are allowed in the Heavy Industrial zone under current General Plan and zoning designations would continue to be allowed under the Framework.

It is the intent of the Framework to preserve lands for the retention and expansion of existing, and attraction of, new industrial uses that provide job opportunities for the City's residents. However, the Framework recognizes that some existing industrially-zoned land may be inappropriate for new industries and should be converted for other land uses. The policies established in the Framework provide for the consideration of a broader array of uses within the industrial zones than has traditionally been acceptable, in order to facilitate the clustering of uses -- which may include retail -- that support the basic industries.

The Framework's Economic Development Element establishes goals, policies, and objectives for the retention and expansion of the City's economic base. The Framework's economic development goals are twofold: to provide the physical locations and competitive financial environment necessary to attract various types of development to Los Angeles, and to encourage the geographic distribution of this growth in a manner supportive of the City's overall planning objectives. Specific policies which have implications for the project site emphasize the retention

BOE-C6-0115846

of manufacturing and industrial land use designations to provide adequate quantities of land for emerging industries, as well as the distribution of economic opportunity throughout the City.

ENVIRONMENTAL IMPACTS

Implementation of the proposed project would result in the development of a retail shopping center complex with approximately 810,000 square feet of total building area. The retail shopping center complex would consist of 15 major retail buildings which total approximately 792,000 square feet, including a 55,000-square foot, 3,500-seat motion picture theater and a 52,725 square-foot supermarket, two shop buildings which total approximately 9,000 square feet, and three restaurant pad buildings which total 9,000 square feet.

The project would be in conformance with current adopted General Plan land use designations, existing zoning for the site, and the intent of the General Plan Framework, as commercial uses are permitted within industrial designations under each of these, and the proposed 810,000 sq. ft. development would be well within the 4.4 million sq. ft. allowable under Height District 1. However, implementation of the project would introduce a major commercial development in an area historically concentrated with heavy industrial uses. This area has been in transition to light industrial and office uses for several decades; the conversion of this site to commercial retail uses would be a departure from this transition. However, there would be no inherent incompatibilities between adjacent industrial and offices uses and the proposed commercial development on the site.

The proposed project would be consistent with the General Plan Framework's designation of the site within a Regional Center, and would provide substantial retail services to the surrounding area, which includes the neighboring industrial and office uses, nearby residential areas, and the regional demand for retail services. The project would also be consistent with the Framework's intent to provide job opportunities for the City's residents, as it would employ approximately 3,000 persons on the currently vacant site. Although these jobs would not be the high-paying manufacturing jobs which the site supported until 1992, they would provide opportunities to the residents of the economically-depressed surrounding area.

While the development of the proposed project would preclude the use of the site for industrial uses, no General Plan Amendment or zone change is proposed.

BOE-C6-0115847

CUMULATIVE IMPACTS

Cumulative development in the project area includes 1,298 units of residential development, approximately 2.67 million sq. ft. of retail uses (in addition to the proposed project), 423,700 sq. ft. of office space, 125 hotel rooms, a 54,000 sq. ft. supermarket, 640,000 sq. ft. of shopping center, a 25,000 sq. ft. church, 285,800 sq. ft. of manufacturing uses, 167,000 sq. ft. of self storage facility, 159,500 sq. ft. of medical/hospital uses, 127,000 sq. ft. of light industrial uses, and a 48-acre golf range. Thus, the project would contribute to the cumulative transition of the area from industrial uses to more diversified uses.

In addition to the projects identified above, another major commercial development is being contemplated for the McDonnell Douglas site, adjacent to the project site. The project proposed for this site is a retail center and office/industrial park on a 170-acre site currently occupied by approx. 2.4 million square feet (sf) of industrial warehouse buildings which will be demolished over time. The first phase consists of 450,000 sf of retail development and 2,200 parking spaces. The retail space may include up to 30,000 sf of restaurants and a theater complex with up to 4,000 seats. The second and third phases includes an estimated 1.3 million and 1.2 million sf, respectively, of office/industrial park space, for a total net new development of approximately 550,000 sf.

In combination with the proposed project, the McDonnell Douglas development would intensify the introduction of commercial retail uses to the historically industrial area, and the departure from the area's transition to light industrial and office uses. However, as discussed above, there would be no inherent incompatibilities between adjacent industrial and offices uses and the proposed commercial development of the two sites.

MITIGATION MEASURES

- The proposed project shall be designed to ensure physical and functional compatibility of adjoining land uses, including the McDonnell Douglas development. The design shall be considered by the decision-maker to ensure functional compatibility between the project and other proposed developments in the immediate area. Consideration shall be given to physical connectors between the proposed projects (e.g. pedestrian walkways, open space corridors, etc.).

- Future development of the project site shall be subject to the following findings (or overriding considerations):

BOE-C6-0115848

1) that the project is consistent with the intent, goals, and objectives of the community plan;

2) that the project will not result in a precedent setting land use, intrusive or incompatible with existing land uses;

3) that the project will not significantly impact the ambient neighborhood environmental character; and,

4) that the project is consistent with applicable General Plan Elements (i.e. Circulation, Housing, Open Space, etc.).

ADVERSE EFFECTS

No significant adverse land use impacts are anticipated as a result of the proposed project.

F. HUMAN HEALTH/RISK OF UPSET

ENVIRONMENTAL SETTING

Site History

Until 1992, the project site supported an aluminum and titanium extrusion and forging production facility, which had been in operation since 1943 during World War II. Over approximately 50 years, the facility generated numerous product lines, including aluminum extrusions in a wide range of configurations and alloys, forgings, impact extrusions, pipe and tubing, sheet, strip, foil, plate, structurals, rigid electrical conduit, and other wrought mill products.[29]

Operations of the facility involved the temporary storage of hazardous waste in tanks, containers, bins, and sumps on-site. These areas supporting the temporary storage of hazardous materials were classified as hazardous waste management units (HWMUs)[30]. In October 1984, the facility

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29 Joseph W. Hammond, *The Harvey - Martin Marietta Aluminum Legacy, A Brief History*, May 20, 1993.

30 Geraghty & Miller, Inc., *Workplan, Plans and Specifications and Operation & Maintenance Plan for Interim Measures, Lockheed Martin, Torrance, California*, February 9, 1995.

BOE-C6-0115849

was issued a Hazardous Waste Facility Permit by the Department of Toxic Substances Control (DTSC) under State and Federal RCRA regulations for 11 HWMUs at the facility that treated or stored hazardous waste. A revised Operations Plan and Permit renewal request was submitted to the Department of Toxic Substances Control (DTSC) in August 1989. Martin Marietta subsequently notified the DTSC on October 14, 1992 that all HWMUs would be closed. Martin Marietta submitted the Revised Closure Plan and Contingent Closure and Post-Closure Plan[31] (Closure Plan) on December 15, 1993 to close the 11 permitted HWMUs. By November 18, 1994, each of the permitted units had ceased operation, with exception of a 12,000-gallon aboveground oily waste liquid storage tank and the hazardous waste storage yard (HWSY). The 12,000-gallon tank was decommissioned in June 1995, and decommissioning of the HWSY is planned for April 1996.

Previous Investigations

Various environmental investigations have been conducted on site since 1984 for Martin Marietta by Dames & Moore, Western Environmental Services, GSI Environmental, and Geraghty & Miller, Inc. These environmental investigations have included environmental audits, leak detection investigations (LDIs), tank monitoring programs, subsurface investigations, and underground storage tank (UST) removals. By August 1995, 27 USTs that were permitted by the Los Angeles Fire Department were permanently removed from the site.

Martin Marietta initiated the RCRA Corrective Action Program (CAP) and closure of the permitted HWMUs in 1993 in accordance with the regulations in Title 22, California Code of Regulations (CCR), Division 4.5, under the direction of the DTSC and as part of its obligation for closure of the facility. The CAP is designed to identify, investigate, and if necessary, clean up impacted areas of the facility. The RCRA CAP follows several steps to accomplish this objective. These specific steps include the following:

- RCRA Facility Assessment (RFA)
- RCRA Facility Investigation (RFI)
- Risk Assessment (RA) (optional)
- Interim Measures (IM) optional)
- Corrective Measure Study (CMS)
- Corrective Measure Implementation (CMI)

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31 Geraghty & Miller, Inc., *Revised Closure Plan, Contingent Closure Plan and Post-Closure care Plan for RCRA-Permitted Units*, December 15, 1993.

BOE-C6-0115850

The DTSC completed the RCRA Facility Assessment (RFA) for the site on June 30, 1994. The RFA identified a total of 210 solid waste management units (SWMUs) and areas of concern (AOCs) that should be investigated. These were then grouped into 40 areas of investigation (AOIs) based on similar operational processes and potential chemicals of concern. The soil RCRA Facility Investigation (RFI) was subsequently conducted to determine whether any releases to soil had occurred in any these AOIs. To determine whether any releases had occurred, soil borings were completed in and around the individual SWMUs and AOCs, and soil samples were collected and analyzed. The soil RFI was performed in accordance with the RFI Workplan [32] and the Workplan for Supplemental Site Characterization,[33] both of which were approved by the DTSC prior to initiation of field work.

During the soil RFI, approximately 2,800 soil, eight concrete, five surface water, and 25 groundwater samples were collected from the site under the direct supervision of the DTSC. A separate RFI, designed to address groundwater at the site, has been initiated by Martin Marietta and approval by the DTSC is pending.

Results from sampling and analysis conducted during the RFI are as follows:[34]

- Compounds detected in soil samples above preliminary delineation criteria include: trichlorothene (TCE); 1,1-dichloroethene (!,1-DCE); tetracholorethene (PCE); vinyl chloride; chrysene; polychlorinated bipehnyls (PCBs); arsenic; beryllium; cadmium; chormium; cobalt; lead; manganese; and total petroleum hydrocarbons (TPH) as diesel, crude oil, crude/waste oil, gasoline, kerosene, and z-oil.

- PCBs and TPH were found in several concrete equipment foundations.

- Oil and grease were detected in all surface water samples, and chlorinated hydrocarbons were detected in three samples. Oil and grease are not specifically regulated in surface waters unless a visible film or coating is present on the surface of the water. No such film was observed during sampling. Concentrations of chlorinated hydrocarbons did not exceed the allowable maximum contaminant levels (MCLs) for drinking water standards.

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32 Geraghty & Miller, Inc., *RCRA Facility Investigation Work Plan, International Light Metals Facility, Torrance, California*, August 24, 1994.

33 Geraghty & Miller, Inc., Workplan for Supplemental Site Characterization, *RCRA Facility Investigation, Martin Marietta Technologies Inc., International Light Metals Facility*, February 13, 1995.

34 Geraghty & Miller, Inc., *RCRA Facility Investigation Report, Martin Marietta Technologies, Inc., International Light Metals Division*, February 26, 1996.

BOE-C6-0115851

- Groundwater underlying the ILM facility and surrounding areas is of relatively poor water quality, based on natural salinity and hardness. The following compounds were detected in groundwater samples collected from the ILM facility:

  - TCE was the most frequently detected compound in groundwater. The highest TCE concentrations are located along the southern half of the eastern property boundary.

  - Sixteen volatile organic compounds (VOCs) were detected in groundwater samples. ICE, 1, 1-DCE, and PCE were the three most frequently detected VOCs in groundwater. All three of these VOCs were detected at concentrations exceeding their MCLs.

  - Five different semi-volatile organic compounds (SVOCs) were detected in samples from three groundwater monitoring wells. Only pentachlorophenol (PCP) was detected above its MCL.

  - Six different dioxins and furans were detected in groundwater samples; however, the maximum concentration was approximately 100 times lower than the MCL. The most toxic dioxin/furan, 2,3,7,8-tetrachlorodibenzodioxin (2,3,7,8-TCDD), was not detected in any groundwater sample.

  - At least one of the 18 California Assessment Manual (CAM) metals was detected in each of the groundwater samples. Concentrations of total metals exceeding MCLs included aluminum, arsenic, barium, chromium, cadmium, and nickel.

Existing Site Conditions

In total, constituents of concern were found in 65 of the 210 SWMUs and AOCs investigated during the soil RFI. Impacts in which one or more of the constituents exceeded preliminary delineation criteria occurred in 67 of the 210 SWMUs and AOCs.[35] These areas were then classified into 5 potential remediation areas, based on applicable treatment technologies, as shown in Figure 26.

In an effort to limit potential migration of constituents and exposure to impacts soil, Martin Marietta opted to conduct Interim Measures (IM) at the site. The first phase of IM began in June 1995, consisting of in-situ vapor extraction in five of the potential remediation areas (also called IM areas) that contained VOCs, and was completed in January 1996. The five vapor extraction areas (identified as VE-1, VE-2, VE-4, VE-5 and VE-6) are shown on Figure 26.

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[35] Geraghty & Miller, Inc., *RCRA Facility Investigation Report, Martin Marietta Technologies, Inc., International Light Metals Division*, February 26, 1996.

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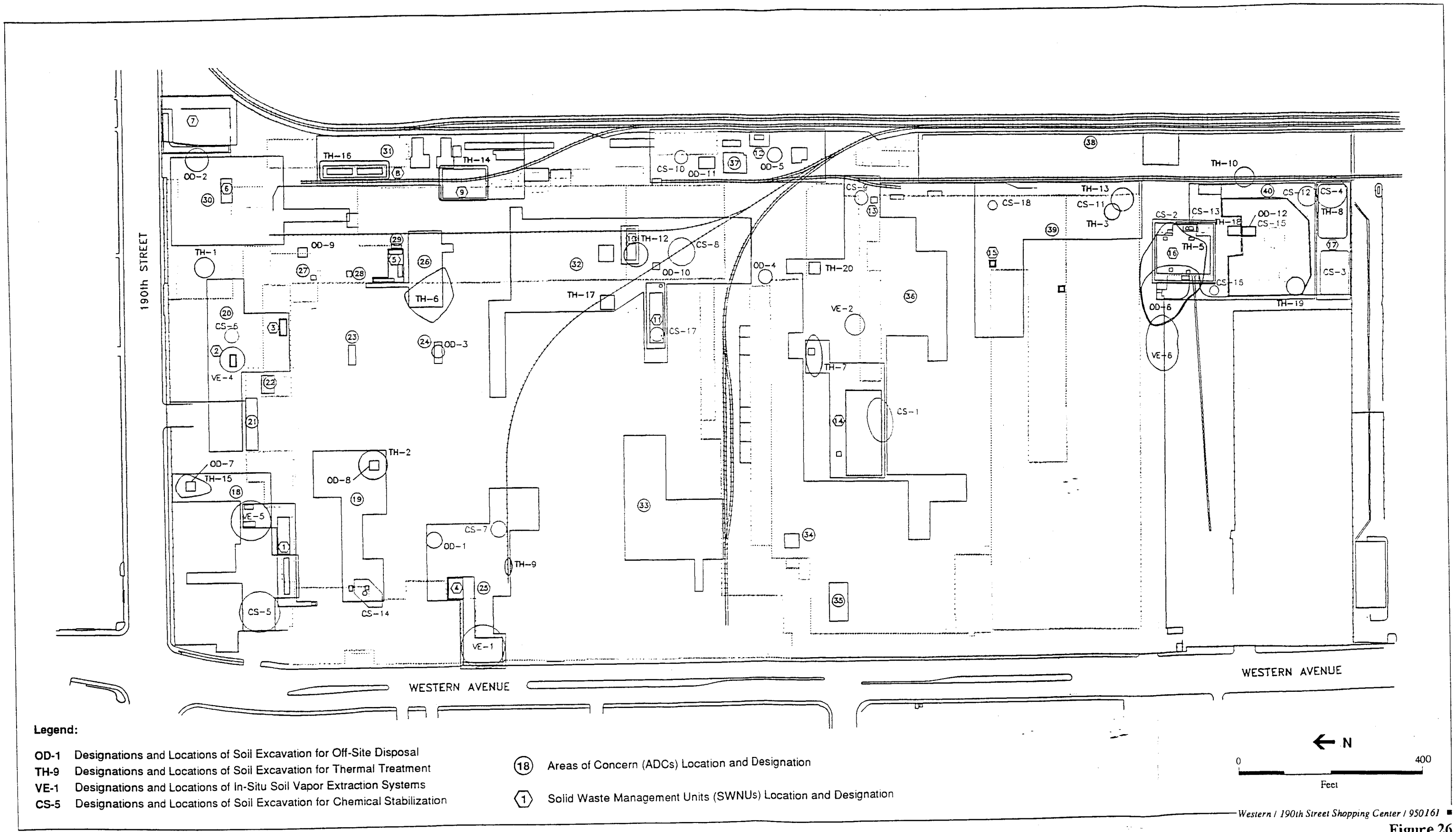

Legend:

OD-1 Designations and Locations of Soil Excavation for Off-Site Disposal
TH-9 Designations and Locations of Soil Excavation for Thermal Treatment
VE-1 Designations and Locations of In-Situ Soil Vapor Extraction Systems
CS-5 Designations and Locations of Soil Excavation for Chemical Stabilization

(18) Areas of Concern (ADCs) Location and Designation

⟨1⟩ Solid Waste Management Units (SWNUs) Location and Designation

Western / 190th Street Shopping Center / 950161

SOURCE: Geraghty & Miller, Inc., 1996.

Figure 26
Potential Remediation Areas

BOE-C6-0115853

Concurrent with vapor extraction operation, a Baseline Risk Assessment (BRA) was conducted to evaluate the potential risk to human health and the environmental arising from residual concentrations of constituents of potential concern at the site and to determine health-based clean-up goals for soil a the site. The BRA was approved by the DTSC on April 29, 1996. The health-based goals, as presented in the BRA, were approved health-based goals, remediation is required in four of the 51 potential IM areas in order to achieve acceptable risk levels. Martin Marietta may also choose to voluntarily remediate additional selected locations at the site.

The four IM areas requiring remediation (identified as CS-5, CS-8, TH-7, and VE-6 [shallow soils above a depth of 5 feet not addressed by vapor extraction]) are currently being addressed under the second phase of IM, which consists of soil excavation (to a maximum depth of 15 feet below ground surface [bgs] and disposal off site at an appropriate facility. Details of the excavation program are included in the IM Workplan[36] and the Sampling and Analysis Plan.[37]

Once all IM activities are completed, Martin Marietta will submit an Interim Measures Completion Report to the DTSC for their approval. Because IM activities are expected to achieve corrective action clean-up goals for soils, there is currently no plan for conducting a CMS and/or implementing a CMI for soil at the site.

Upon completion of the cleanup activities, documentation of the remediation program, including soil contamination reports and IM reports, will be available for review at the City of Torrance Public Library.

ENVIRONMENTAL IMPACTS

Construction of the proposed Harbor Gateway Retail Center project will start subsequent to certification by the DTSC that remediation has been completed in compliance with all applicable Federal, State and local regulations and in accordance with approved workplans. As a result, public exposure to hazardous and/or waste material associated with existing site conditions is not anticipated during project construction.

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36 Geraghty & Miller, Inc., *Workplan, Plans and Specifications and Operation & Maintenance Plan for Interim Measures, Martin Marietta Technologies, Inc., International Light Metals Facility, Torrance, California*, February 9, 1995.

37 Geraghty & Miller, Inc., Interim Measures - *Soil Excavation Sampling and Analysis Workplan, International Light Metals Facility, Torrance, California*, February 6, 1996.

BOE-C6-0115854

Similarly, the proposed project would not utilize large quantities of hazardous materials or generate hazardous wastes. The use of hazardous materials would be limited to the chemicals contained in paints and cleaning solution for maintenance of building, including public facilities.

CUMULATIVE IMPACTS

Cumulative impacts to human health could result from other projects in the area that may be contaminated from present and past manufacturing/industrial activities. However, mitigation measures identified for each cumulative development would reduce impacts to human health and safety to less than significant levels.

MITIGATION MEASURES

Certification by the DTSC that remediation has been completed in compliance with all applicable Federal, State, and local regulations and in accordance with approved workplans will be required prior to initiation of construction of the proposed Harbor Gateway Retail Center project. As a result public exposure to hazardous and/or waste material associated with existing site conditions by construction workers and/or the general public is not anticipated during project construction.

ADVERSE EFFECTS

Implementation of the proposed project is not anticipated to create an adverse effects to human health or pose any health risks in the event of upset conditions.

G. TRANSPORTATION, CIRCULATION, DRIVEWAY/ACCESS

A traffic study for the proposed Harbor Gateway Retail Center project was prepared by Meyer, Mohaddes Associates, Inc., in July 1996. This study has been submitted to the Los Angeles Department of Transportation (LADOT) and is on file with the Department of City Planning, Environmental Review Section. The results of this study are summarized in this section.

BOE-C6-0115855

ENVIRONMENTAL SETTING

Roadway System and Intersections

A field inventory was conducted by Meyer, Mohaddes Associates for the following 33 intersection locations which were identified by staff of the cities of Los Angeles, Torrance, Gardena, Carson and the County of Los Angeles for inclusion in the traffic study. The cities with jurisdiction over each intersection are indicated in parentheses. Many of the intersections are located on the boundaries of jurisdictions and the intersections with ramp terminals are also controlled by Caltrans.

1. ***Hawthorne Boulevard/190th Street*** (Torrance)
2. Crenshaw Boulevard/182nd Street (Torrance)
3. Crenshaw Boulevard/I-405 SB Off-on ramps (Torrance)
4. Crenshaw Boulevard/190th Street (Torrance)
5. Crenshaw Boulevard/Del Amo Boulevard (Torrance)
6. I-405 NB Off-on ramps/182nd Street (Torrance)
7. Western Avenue/Artesia Boulevard (Gardena/Torrance)
8. Western Avenue/182nd Street (Los Angeles/Gardena/Torrance)
9. Western Avenue/I-405 WB Off-on ramps (Los Angeles/Torrance)
10. I-405 SB Off-on ramps/190th Street west of Western Avenue (Torrance)
11. ***Western Avenue/190th Street*** (Los Angeles/Torrance)
12. Western Avenue/195th Street (Los Angeles/Torrance)
13. Western Avenue/Del Amo Boulevard (Los Angeles/Torrance)
14. Western Avenue/Torrance Boulevard (Los Angeles/Torrance)
15. ***Western Avenue/Carson Street*** (Los Angeles/Torrance)
16. ***Western Avenue/Sepulveda Boulevard*** (Los Angeles/Torrance)
17. Western Avenue/Pacific Coast Hwy. (Los Angeles)
18. Normandie Avenue/182nd Street (Los Angeles/Gardena)
19. Normandie Avenue/I-405 NB Off-on ramps (Los Angeles)
20. I-405 SB Off-ramp/190th Street at Normandie (Los Angeles)
21. Normandie Avenue/190th Street (Los Angeles/Los Angeles Co.)
22. Normandie Avenue/Torrance Boulevard (Los Angeles)
23. ***Normandie Avenue/Carson Street*** (Los Angeles/Los Angeles Co.)
24. ***Vermont Avenue/Artesia Boulevard*** (Los Angeles/Gardena)
25. Vermont Avenue/190th Street (Los Angeles/Los Angeles Co.)
26. Vermont Avenue/Torrance Boulevard (Los Angeles Co.)
27. Vermont Avenue/Carson Street (Los Angeles Co.)
28. I-110 SB Off-ramp/190th Street (Los Angeles/Los Angeles Co.)
29. I-110 NB On-ramp/190th Street (Los Angeles/Carson)
30. I-110 SB Off-on ramps/Hamilton Avenue (Los Angeles Co.)
31. Hamilton Avenue/Torrance Boulevard (Los Angeles Co.)
32. I-110 SB Off-on ramps/Carson Street (Los Angeles Co.)
33. Figueroa Street/190th Street (Los Angeles/Carson)

BOE-C6-0115856

Intersections in bold-italics denote intersections identified in the Congestion Management Program (CMP) for Los Angeles County by the Los Angeles County Metropolitan Transportation Authority (MTA) where monitoring of potential impacts of land use decisions is required. Figure 27 illustrates the local roadway network and the locations of the 33 study intersections in relation to the project site. The characteristics of major arterial roadways adjacent to the site are described below.

Crenshaw Boulevard is a major highway that runs north-south just west of the project site. The typical cross section for a major highway as denoted by the City of Los Angeles Public Works Department is 80' to 84' of roadway and 10' of parkway/sidewalk. Crenshaw Boulevard is primarily three through lanes in each direction with no curbside parking. Exclusive left turn lanes are provided at all major intersections. Land use along Crenshaw Boulevard is a mix of commercial retail developments and industrial land uses.

Western Avenue is another major highway that runs north-south and provides access to the project site on the west side. It is primarily three through lanes in each direction with exclusive left and right turn lanes at major intersections, such as the intersection of 190th Street and Western Avenue. Land use along Western Avenue is primary commercial development from Artesia Boulevard to Pacific Coast Highway. The national headquarters for the Toyota Motor Corporation is located directly west of the project site and shares the intersection of 195th Street and Western Avenue.

Normandie Avenue is a secondary highway that runs north-south just east of the project site. The typical cross section for a secondary highway as denoted by the City of Los Angeles Public Works Department if up to 70' of roadway and 10' of parkway/sidewalk. It is primarily two lanes in each direction with left turn pockets at major intersections.

Del Amo Boulevard is a major highway that runs east-west just south of the project site. It is primarily one lane in each direction near the intersection of Western Avenue and Del Amo Boulevard. There are currently plans to connect the west and east sections of Del Amo Boulevard between Prairie Avenue and Crenshaw Boulevard (near the south end of the Mobil Oil Refinery). The small portion of Del Amo Boulevard just east of Western Avenue is a small subdivision of single family homes and apartment complexes.

190th Street is a major highway that runs east-west and provides access to the project site on the north side. Between Crenshaw Boulevard and Normandie Avenue, there are three through lanes in each direction. There are currently dual left turn pockets at the intersection of 190th Street and Western Avenue in the northbound, eastbound and westbound directions.

Torrance Boulevard is classified as a secondary highway by the City of Los Angeles Public Works Department. It is an east-west route just south of the project site. There are primarily two through lanes in each direction with left turn pockets at major intersections. The Southern Pacific rail line runs parallel to Torrance Boulevard between Cabrillo Avenue and Denker Avenue.

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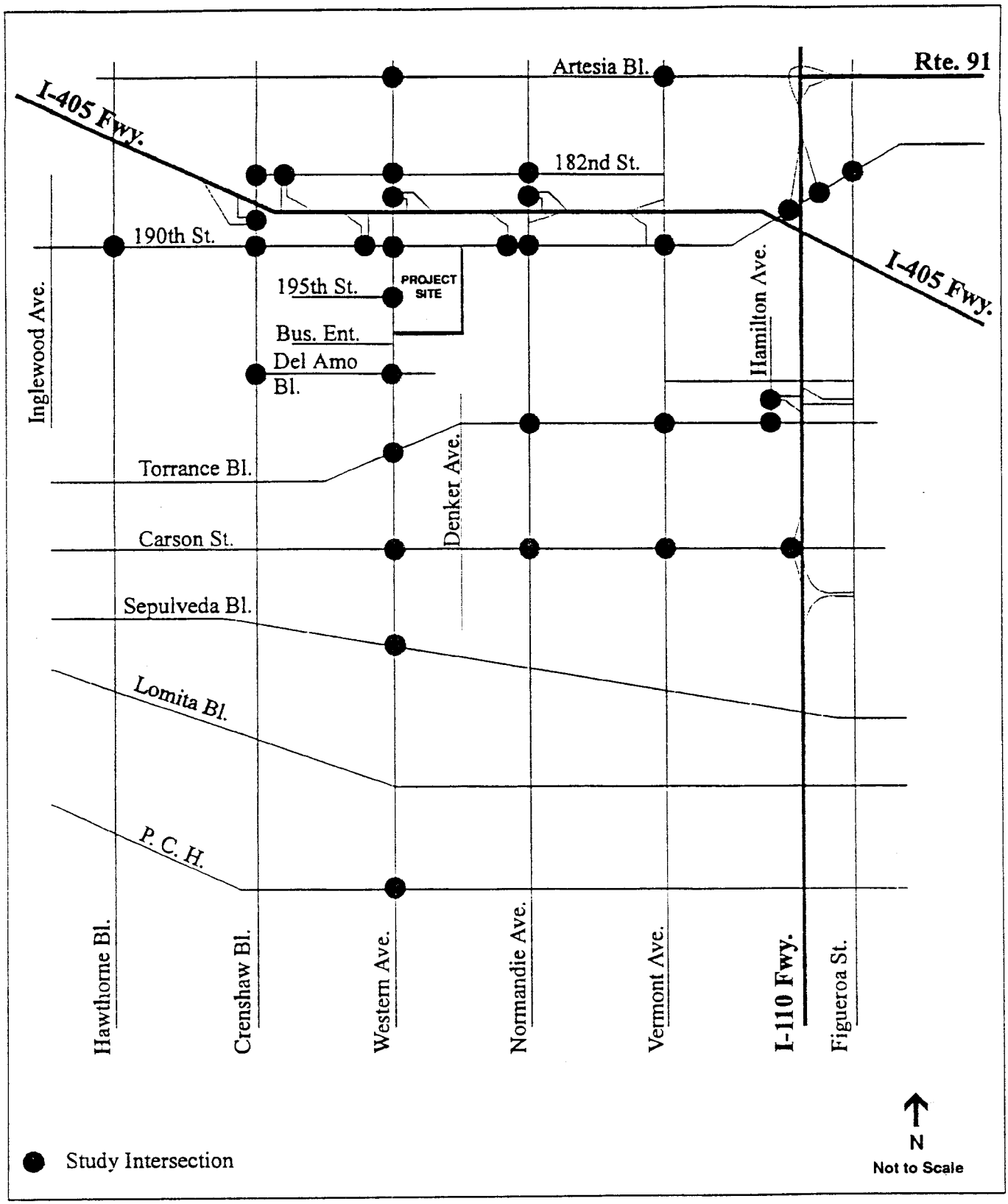

SOURCE: Meyer, Mohaddes Associates, Inc.

Western / 190th Street Shopping Center / 950161 ■

Figure 27
Study Intersections

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The San Diego Freeway (I-405) is located just north of the project site and runs diagonally, from northwest to southeast in the study area. The San Diego freeway originates in the San Fernando Valley and extends down to the City of Irvine in Orange County. It connects to the Harbor Freeway (I-110) east of the project site, and is primarily four mixed flow lanes and one HOV lane in each direction near the project site. Freeway ramps are located at or near Crenshaw Boulevard, Western Avenue, Normandie Avenue and Vermont Avenue.

The Harbor Freeway (I-110) is located east of the project site and runs north-south in the study area. It connects to both the San Diego Freeway (I-405) and Route 91, and is primarily four lanes in each direction. Freeway ramps are located at or near Artesia Boulevard, 190th Street, Torrance Boulevard and Carson Street.

Route 91 is located north of the project site and runs east-west in the study area. Between Pacific Coast Highway in Hermosa Beach and the Harbor Freeway, Artesia Boulevard is primarily two through lanes in each direction with left turn pockets at major intersections. This particular stretch of roadway consists of very dense retail development. East of the Harbor Freeway, Artesia Boulevard transitions to the Route 91 freeway configuration with three lanes in each direction.

Public Transit

The Los Angeles Metropolitan Transportation Authority (MTA), Torrance Transit and Gardena Bus Lines provide bus service near the project site. Bus routes within the study area are described below.

MTA Line 211- Prairie Avenue/Artesia Boulevard. Line 211 operates from Manchester Boulevard (near the Great Western Forum) in the City of Inglewood along Prairie Avenue and Artesia Boulevard to the South Bay Galleria Transit Center. Headway during the AM and PM peak period is 30 minutes. No Saturday service is provided.

MTA Line 210/310- Crenshaw Boulevard. Line 210 operates from Vine Street in Hollywood along the entire stretch of Crenshaw Boulevard from Wilshire Boulevard to Artesia Boulevard and then travels along Artesia Boulevard to the South Bay Galleria Transit Center. Line 310 travels along the same route, but provides limited service during the commute hours. Headway during the AM and PM peak hour period is 20 minutes. Saturday service also operates every 20 minutes.

MTA Line 130- Artesia Boulevard. Line 130 operates from the Fullerton Park & Ride lot in Buena Park to Broadway/Torrance Boulevard in the City of Redondo Beach. It is an east-west bus route that travels primarily on Artesia Boulevard. It passes through the study area along Artesia Boulevard and also connects to the South Bay Galleria Transit Center. Headway during the AM and PM pear hour periods is 30 minutes. Saturday service operates every 60 minutes.

Torrance Transit Line 5. Torrance Transit operates several bus lines connecting the City of Torrance to adjacent communities, the Blue Line in Long Beach and Downtown Los Angeles.

BOE-C6-0115859

Line 5 is a looped route that runs along Manhattan Beach Boulevard, Crenshaw Boulevard, Pacific Coast Highway and Van Ness Avenue, near the project site. Headway during its hours of operation is 60 minutes.

Torrance Transit Line 6. Line 6 runs from the Hollywood Riviera Area to the Artesia Park & Ride Station. It travels along 190th Street in City of Los Angeles directly north of the of the project site. Headway during the AM and PM peak hour periods is 30 minutes. No Saturday service is provided.

Gardena Municipal Bus Lines- Line 2. Line 2 is a circular route that runs from Imperial Highway in the City of Inglewood to Pacific Coast Highway. It travels along Western Avenue in the southbound direction and along Vermont Avenue returning to the north. Headway during the AM and PM peak hour periods is 30 minutes. Limited Saturday service is also provided.

In summary, direct transit service to the project site is limited to Torrance Transit Line 6 along 190th Street and Gardena Municipal's Line 2 along Western Avenue. North-south service is provided along Van Ness Avenue just west of the project site. Figure 28 illustrates existing transit lines in the project vicinity. Many of the bus lines have connections that originate or terminate at the South Bay Galleria Transit Center. Transfers to Line 6 can be made at this point as well as others along the route, although no direct route currently operates from the South Bay Galleria through the immediate vicinity of the project site.

Existing Traffic Volumes and Level of Service

Existing Traffic Volumes

Peak hour traffic counts for the AM and PM time periods were obtained for all of the study intersections identified in this study. When possible, recent counts (less that two years old) were utilized from the South Bay Signal Systems Coordination Project or from City of Torrance data files. At intersections where traffic counts were not available (16), intersection counts were then conducted.

Weekday peak hour turning movement counts were manually taken at 16 study intersections in early August 1995. The counts were taken between 7:00 AM and 9:00 AM for the morning peak period and between 4:00 PM and 6:00 PM for the evening peak period. These time periods were selected to reflect typical traffic conditions during the morning and evening peak commute hours. Current roadway conditions, such as ongoing construction, restriping and lane closures were also noted at this time.

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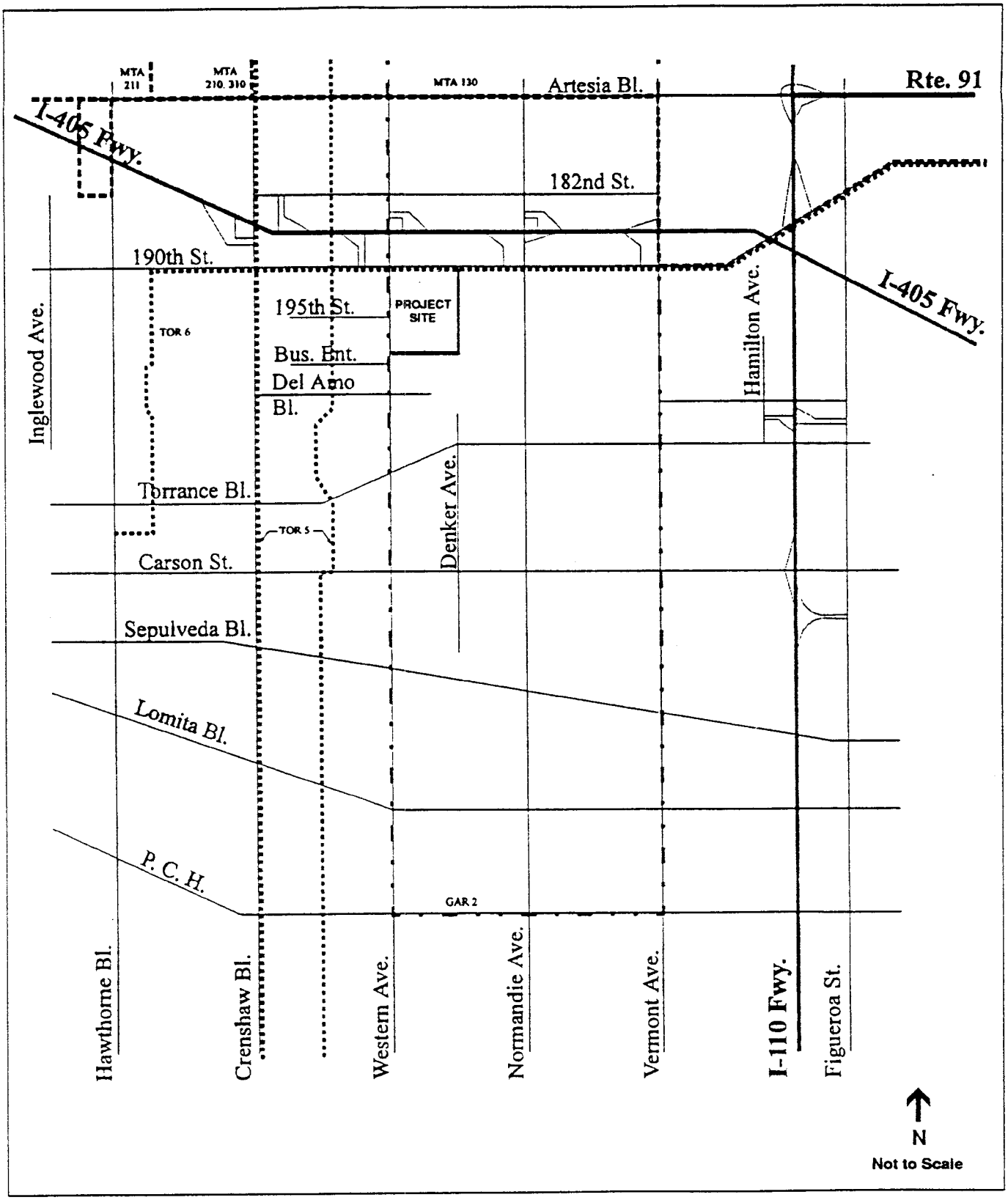

Western / 190th Street Shopping Center / 950161 ■

SOURCE: Meyer, Mohaddes Associates, Inc.

Figure 28
Existing Transit Lines

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Traffic Operations Analysis Methodology

Traffic operating conditions at signalized intersections were analyzed according to standard procedures and practices outlined in National Cooperative Highway Research Report, Circular 212. The Critical Movement Analysis (CMA) methodology described in Circular 212 determines an average volume-to-capacity (V/C) ratio for the entire intersection based on the sum of the critical lane volumes. The V/C for the intersection corresponds to a Level of Service (LOS) value which describes the intersection operations. The Levels of Service vary from A through F, with A representing the best possible conditions, free flow, and F representing forced flow or failing/jammed conditions. Generally, LOS D or better is considered acceptable in urban areas such as the study area for the proposed project. For this analysis, the ranges of volume-to-capacity ratios summarized in Table 12 were used to determine LOS for study intersections.

Existing Traffic Operations Analysis

Based on the peak hour traffic volumes in the study area and the analytical methodology described above, the weekday AM and PM peak hour intersection levels of service were analyzed at the study intersections. All intersection capacity analyses are performed using the TRAFFIX software program using Circular 212 methodology for the 30 signalized intersections. For purposes of the analysis of potential project impacts, the three unsignalized study intersections were assumed to be signalized at this time to assist in determining the LOS and V/C ratio for this "worst case" scenario (Circular 212 calculates only signalized intersections). The analysis results for the signalized and unsignalized intersections are summarized in Table 13.

As shown in Table 13, there are 11 intersections which currently operate at LOS E or F and 22 intersections which operate at LOS D or better during the weekday AM peak period. In the PM peak period, there are 13 intersections which currently operate at LOS E of F and 20 intersections which operate at LOS D or better.

The area with the heaviest concentration of congested intersections (LOS E & F) is to the west of the proposed project, along 190th Street and along Crenshaw Boulevard near the San Diego Freeway. The existing AM and PM peak hour turning movement volumes at each of the study intersections are illustrated in Figures E-1 and E-2 in Appendix E.

BOE-C6-0115862

TABLE 12: LEVEL OF SERVICE INTERPRETATION

Level of Service	Description	Volume to Capacity Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0-.60
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	.61-.70
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	.71-.80
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	.81-.90
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	.91-1.00
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.00

SOURCE: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and *Interim Materials on Highway Capacity*, NCHRP Circular 212, 1982.

BOE-C6-0115863

TABLE 13: EXISTING PEAK HOUR CONDITIONS

Intersection	AM Peak V/C	AM Peak LOS	PM Peak V/C	PM Peak LOS
Hawthorne Bl./190th St. (CMP)	0.993	E	1.181	F
Crenshaw Bl./182nd St.	1.056	F	1.377	F
Crenshaw Bl./I-405 SB Off-on ramps	1.128	F	1.036	F
Crenshaw Bl./190th St.	1.213	F	1.216	F
Crenshaw Bl./Del Amo Bl.	0.807	D	0.872	D
I-405 NB Off-on ramps/182nd St.	1.121	F	0.943	E
Western Ave./Artesia Bl.	0.962	E	0.968	E
Western Ave./182nd St.	0.458	A	0.707	C
Western Ave./I-405 WB Off-on ramps	0.655	B	0.774	C
I-405 SB Off-on ramps/190th St. (west of Western)	1.096	F	1.009	F
Western Ave./190th St. (CMP)	0.711	C	0.897	D
Western Ave./195th St.	0.471	A	0.383	A
Western Ave./Del Amo Bl.	1.019	F	1.295	F
Western Ave./Torrance Bl.	0.753	C	0.896	D
Western Ave./Carson St. (CMP)	0.805	D	1.003	F
Western Ave./Sepulveda Bl. (CMP)	0.972	E	1.058	F
Western Ave./Pacific Coast Hwy.	0.945	E	0.977	E
Normandie Ave./182nd St.	0.305	A	0.503	A
Normandie Ave./I-405 NB Off-on ramps	0.556	A	0.588	A
I-405 SB Off-ramp/190th St. (at Normandie)	0.394	A	0.491	A
Normandie Ave./190th St.	0.574	A	0.729	C
Normandie Ave./Torrance Bl.	0.605	B	0.607	B
Normandie Ave./Carson St. (CMP)	0.598	A	0.795	C
Vermont Ave./Artesia Bl./ (CMP)	1.022	F	0.948	E
Vermont Ave./190th St.	0.728	C	1.029	F
Vermont Ave./Torrance Bl.	0.660	B	0.725	C
Vermont Ave./Carson St.	0.767	C	0.891	D
I-110 SB Off-ramp/190th St.	0.442	A	0.784	C
I-110 NB On-ramp/190th St.	0.368	A	0.739	C
I-110 SB Off-on ramps/Hamilton Ave.	0.565	A	0.565	A
Hamilton Ave./Torrance Bl.	0.789	C	0.745	C
I-110 SB Off-on ramps/Carson St.	0.864	D	0.866	D
Figueroa St./190th St.	0.504	A	0.723	C

SOURCE: Meyer, Mohaddes Associates, Inc., 1996.

BOE-C6-0115864

ENVIRONMENTAL IMPACTS

Traffic Analysis - Definition of Significant Impact

The traffic analysis was conducted for the following three scenarios:

- Future No-Project Conditions (Background growth and Cumulative Projects) (1998)
- Future With Project Conditions (1998)
- Future Conditions with Credit for Past Land Use (1998)

The purpose of the analysis was to determine if any of the 33 analyzed intersections would be significantly impacted by either cumulative growth or the project. Based on standards established by the LADOT, a significant traffic impact is said to occur if the following two criteria are satisfied:

- The addition of project traffic to an intersection results in an increase of 0.010 or greater in the V/C ratio at intersections that will be operating at LOS E or F;

- The addition of project traffic to an intersection results in an increase of 0.020 or greater in the V/C ratio at intersections that will be operating at LOS D; and

- The addition of project traffic to an intersection results in an increase of more than 0.040 in the V/C ratio at intersections that will be operating at LOS C or better.

Future No-Project Conditions

Background Growth and Cumulative Projects

To determine future traffic volumes at the study intersections, two primary variables are considered. These include determination of the annual ambient traffic growth rate based on the recent years' traffic growth trends in the study area, and specific development projects in the area which may significantly affect local traffic growth. A background traffic growth rate of 1.00% per year was assumed for this study.

Due to the location of the project site near the surrounding cities, in addition to the inclusion of City of Los Angeles cumulative projects, the Cities of Carson, Gardena and Torrance were contacted for information on proposed local development projects. Information obtained from the City of Torrance indicates a total of 25 potential development projects near the project site.

BOE-C6-0115865

In addition, four projects were identified by the City of Gardena, two projects were identified within the City of Carson, and three projects in the City of Los Angeles for a total of 34 cumulative projects. Figure 5 in Chapter III illustrates the locations of the cumulative projects. Traffic generated due to these projects has been estimated by applying standard trip generation rate data from the Institute of Transportation Engineers (ITE). For each project, the forecast future trip generation has been estimated based on type of land use proposed and size of the building area. These projects were subsequently aggregated into ten Traffic Analysis Zones (TAZs) for coding and assignment into the traffic model.

The cumulative projects are forecast to generate a total of 4,208 weekday AM peak hour trips and 12,520 weekday PM peak hour trips. It is interesting to note that over half of the PM peak hour trips are generated by two similar retail developments in the City of Carson. Those trips were then assigned to the traffic model which includes the 33 study intersections for purposes of estimating future no-project traffic levels of service.

Future No-Project Traffic Analysis

To measure the operating conditions under the 1998 future no-project conditions scenario, the AM and PM peak hour roadway operating conditions were analyzed with the addition ambient growth over three years and the cumulative project traffic discussed above. The intersection analysis methods used for the future conditions are the same as the methods used to analyze the existing conditions. The results of the analysis of the future no-project traffic conditions for the 33 study intersections are summarized in Table 14. For comparison purposes, both the 1995 existing conditions analysis results and the 1998 future no-project conditions analysis results were included in the table.

During the weekday AM peak period, 11 intersections are forecast to operate at LOS E or F compared to 10 which currently operate at LOS E or F. All other locations operate at LOS D or better. During the weekday PM peak hour, 16 intersections are forecast to operate at LOS E or F compared to 12 currently. Cumulative growth will worsen conditions most significantly along Artesia Boulevard and in the vicinity of the I-110 southbound ramps near the City of Carson (primarily due to the Metro 2000 Outlet and the Carson Town Center). Conversations with LA County and Carson City staff indicated that no traffic mitigation measures were to be implemented west of the Harbor Freeway as a result of these two retail projects.

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TABLE 14: FUTURE PEAK HOUR CONDITIONS WITHOUT THE PROJECT

	Existing Conditions				Future without the Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
Intersection	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Hawthorne Bl./190th St. (CMP)	0.993	E	1.181	F	1.135	F	1.325	F
Crenshaw Bl./182nd St.	1.029	F	1.044	F	1.114	F	1.435	F
Crenshaw Bl./I-405 SB Off-on ramps	1.128	F	1.036	F	1.198	F	1.117	F
Crenshaw Bl./190th St.	1.213	F	1.216	F	1.286	F	1.321	F
Crenshaw Bl./Del Amo Bl.	0.807	D	0.872	D	0.848	D	0.994	E
I-405 NB Off-on ramps/182nd St.	1.121	F	0.943	E	1.179	F	0.979	E
Western Ave./Artesia Bl.	0.962	E	0.968	E	1.039	F	1.209	F
Western Ave./182nd St.	0.458	A	0.707	C	0.478	A	0.750	C
Western Ave./I-405 WB Off-on ramps	0.655	B	0.774	C	0.680	B	0.818	D
I-405 SB Off-on ramps/190th St. (west of Western)	1.096	F	1.009	F	1.150	F	1.067	F
Western Ave./190th St. (CMP)	0.711	C	0.897	D	0.731	B	0.958	D
Western Ave./195th St.	0.471	A	0.383	A	0.465	A	0.428	A
Western Ave./Del Amo Bl.	0.729	C	0.771	C	0.761	D	0.824	D
Western Ave./Torrance Bl.	0.635	B	0.723	C	0.683	C	0.816	D
Western Ave./Carson St. (CMP)	0.805	D	1.003	F	0.836	D	1.054	F
Western Ave./Sepulveda Bl. (CMP)	0.972	E	1.058	F	1.015	F	1.125	F
Western Ave./Pacific Coast Hwy.	0.945	E	0.977	E	0.981	F	1.028	F
Normandie Ave./182nd St.	0.305	A	0.503	A	0.320	A	0.537	A
Normandie Ave./I-405 NB Off-on ramps	0.556	A	0.588	A	0.589	A	0.683	B
I-405 SB Off-ramp/190th St. (at Normandie)	0.394	A	0.491	A	0.440	A	0.582	A
Normandie Ave./190th St.	0.574	A	0.729	C	0.623	B	0.890	D
Normandie Ave./Torrance Bl.	0.605	B	0.607	B	0.680	B	0.739	C
Normandie Ave./Carson St. (CMP)	0.598	A	0.795	C	0.628	B	0.837	D
Vermont Ave./Artesia Bl./ (CMP)	0.969	E	0.942	E	1.076	F	1.071	F
Vermont Ave./190th St.	0.728	C	1.029	F	0.760	C	1.110	F
Vermont Ave./Torrance Bl.	0.660	B	0.725	C	0.710	C	0.819	D
Vermont Ave./Carson St.	0.767	C	0.891	D	0.790	C	0.918	E
I-110 SB Off-ramp/190th St.	0.442	A	0.784	C	0.465	A	0.845	D
I-110 NB On-ramp/190th St.	0.368	A	0.739	C	0.402	A	0.788	C
I-110 SB Off-on ramps/Hamilton Ave.	0.565	A	0.565	A	0.628	B	0.736	C
Hamilton Ave./Torrance Bl.	0.789	C	0.745	C	0.887	E	0.967	E
I-110 SB Off-on ramps/Carson St.	0.864	D	0.866	D	0.889	D	0.892	D
Figueroa St./190th St.	0.504	A	0.723	C	0.583	A	0.866	D

SOURCE: Meyer, Mohaddes Associates, Inc., 1996.

The future no-project weekday AM and PM peak hour turning movement volumes at each of the study intersections are illustrated in Figures E-3 and E-4, respectively, in Appendix E.

BOE-C6-0115867

Future With Project Conditions

Project Trip Generation

In order to assess the impacts of the proposed project, the number of new trips the project site is anticipated to generate during a typical weekday AM and PM peak hour time period were calculated.

Measurements of traffic volumes generated by various types of land use have been conducted by the Institute of Transportation Engineers (ITE) at sites throughout the country. ITE has established the relationship of development size to the number of daily and peak hour trips and has published these trip rates in its *Trip Generation* manual. The ITE rates are averages based on surveys often taken at suburban stand-alone land uses, so they must be selected carefully and often adjusted to reflect the characteristics of a mixed use site in an urban setting like the proposed project. In consultation with City staff, the appropriate ITE trip generation rates were selected to determine the project trip generation.

The rates for a shopping center and a theater complex were used for those components of the project. Due to the nature of the project, instead of breaking down each square foot of floor area for the shopping center by specific land use (fast food restaurant, specialty retail, etc.), the trip generation rate for the shopping center was assumed for the total square footage to produce a more conservative estimate of the number of trips produced by all of the combined shops. The shopping center rate reflects a mix of uses, including stand-alone pads with banks and restaurants, and the internal trips made between them. As for the theater complex, since most movie theaters do not show movies during the AM peak hour on a weekday, no trips were assigned to it for the AM time period.

A portion of the trips associated with the shopping center and theater components of the project are expected to be "pass-by" trips. Pass-by trips are trips which are made by drivers of vehicles already on the roadway system for some other purpose who pass by the site and stop off to shop. They represent trips that will divert into the project driveways when passing by the site, but do not represent totally new trips added to the street system in the study area. For example, a person who normally uses Western Avenue to commute home from work may stop at the retail shops once they are completed, thereby representing a shopping trip at the shopping center's driveways, but not a new vehicle trip on the roadways. A 25% pass-by trip reduction was approved by LADOT for use in this study for the shopping center and theater components of the project. The

BOE-C6-0115868

ITE *Trip Generation* manual provides estimates of pass-by trips at land uses where they are appropriate, such as shopping centers, supermarkets, gas stations, convenience stores, and fast food restaurants. For shopping centers, ITE pass-by rates vary from 20% to 40% depending upon the size and location of the shopping centers. The 25% pass-by reduction for the proposed project's retail and theater components was felt to be conservative (on the low end of these ranges) given its location at the intersection of two arterials which are access routes to the major freeways that transverse the area. For consistency, the 25% pass-by reduction was also applied to the two similar retail projects in the City of Carson and to the proposed McDonnell-Douglas development.

The detailed trip generation estimates for the project are summarized in Table 15. As shown in the table, during the weekday AM peak hour the proposed project will generate 535 trips. During the weekday PM peak hour the proposed project will generate 2,630 trips. On a daily basis, the proposed project will add a total of 27,480 trips during a 24 hour weekday period.

Project Trip Distribution and Assignment

The trip distribution assumptions are used to determine the origin and destination of the trips which are forecast to be added to the street network by the project. This assumption in part determines to which of the study intersections trips will be assigned. A careful study of likely future project-related trip distribution patterns was conducted as part of the traffic analysis and described below.

There are two types of trips which will be associated with the proposed project: 1) Shopping center-related trips to and from the project site; 2) Theater-related trips to and from the theater component of the project. The shopping center is expected to be of regional significance (drawing trips from local clientele as well as longer-distance trips), so this must be considered when determining the project trip distribution and assignment. The geography for this particular project is unique in that it is surrounded by three regionally significant freeways as well as many heavily traveled arterials. There are also a limited number of residential areas in close proximity to the project site. In this case, 60% of the total trips are assumed to travel along the three freeways and 40% of the total trips will originate from the arterial streets. Many of the project-related trips on the freeway system will be existing trips, particularly in the peak hours. They will be commuters passing by the site on their way to/from work who may divert off the freeway to make a stop at the shopping center. It was assumed in this analysis that 50% of the trips

BOE-C6-0115869

TABLE 15: GROSS PROJECT TRIP GENERATION

Land Use	Size	Unit	Daily Trip Rate	AM Rate In	AM Rate Out	PM Rate In	PM Rate Out	Daily Trips	AM Rate In	AM Rate Out	PM Rate In	PM Rate Out
Shopping Center	755	KSF	34.97	0.45	0.26	1.60	1.60	25,947	337	198	1,210	1,210
Theater (55 KSF)	3500	Seats				0.04	0.02				140	70
Theater	10	Screens	153.33					1,533				
TOTAL								27,480	337	198	1,350	1,280

SOURCE: Meyer, Mohaddes Associates, Inc., 1996.

assigned to the freeways were pass-by (existing) trips on the freeways, but these trips would represent new trips added to the arterial streets when they divert off the freeway to shop.

Table 16 shows the distribution percentages assumed for this study. These distribution percentages were developed based on review of data in the table "Trip Distribution Percentages for Regional Statistical Area (RSA) 19" included in the Los Angeles CMP, conversations with the project sponsor about market area expectations, and input from City of Torrance and LADOT staffs. The TRAFFIX program uses these distribution percentages to assign trips from the project site to the external gateways which represent the travel origin/destinations, as well as through the 33 study intersections. Figure E-5 in Appendix E illustrates the percentage of project-generated trips passing through each intersection, by turn movement, excluding the 25 percent pass-by trips.

Based upon the trip distribution and assignment results, the proposed project-generated trips were added to the 1998 no-project traffic network to estimate the 1998 With Project conditions. The Future With Project traffic volumes for the AM and PM peak hours in 1998 are illustrated in Figures E-6 and E-7, respectively, in Appendix E. The intersection levels of service for future build conditions with ambient growth, cumulative project growth and proposed project traffic are shown in Table 17. The resultant difference in volume-to-capacity ratio (V/C) comparing the future With Project conditions to the future No Project conditions is also presented in this table. The City of Los Angeles significant impact criteria for signalized intersections is a change in V/C ratio of 0.010 or more at intersections that will be operating at LOS E or F with the project. For

BOE-C6-0115870

TABLE 16: PROJECT TRIP DISTRIBUTION

Gate #	Direction	% of Project Trips
1	NB Hawthorne Blvd.	0.50%
2	NB Prairie Ave	0.25%
3	NB Crenshaw Blvd.	0.50%
4	NB Western Blvd.	1.00%
5	NB Normandie Blvd.	0.50%
6	NB Vermont Ave	0.50%
7	NB I-110 Harbor Frwy.	10.00%
8	EB Artesia Blvd./91 EB	5.00%
9	SB I-405 San Diego Frwy.	15.00%
10	NB Figueroa St.	0.25%
11	EB 190th St.	1.00%
12	NB Hamilton Ave	0.00%
13	EB Torrance Blvd.	0.25%
14	EB Carson Blvd.	1.00%
15	EB Sepulveda Blvd.	0.25%
16	EB Lomita Blvd.	0.25%
17	EB Pacific Coast Highway	0.25%
18	SB Figueroa St.	0.25%
19	SB I-110 Harbor Frwy.	10.00%
20	SB Vermont Ave	0.25%
21	SB Normandie Ave	1.00%
22	SB Western Ave	2.00%
23	SB Crenshaw Blvd.	0.50%
24	SB Hawthorne Blvd.	0.25%
25	WB Pacific Coast Highway	0.25%
26	WB Lomita Blvd.	0.50%
27	WB Sepulveda Blvd.	0.50%
28	WB Carson St.	0.50%
29	WB Torrance Blvd.	0.50%
30	SB Inglewood Blvd.	0.25%
31	WB 190th St.	1.00%
32	NB I-405 San Diego Frwy.	20.00%
33	NB Inglewood Ave	0.25%
34	WB 182nd St.	0.50%

Note: Percentages do not include pass-by percentage.

SOURCE: Meyer, Mohaddes Associates, Inc.

BOE-C6-0115871

TABLE 17: LOCATIONS OF POTENTIAL PROJECT IMPACTS

Intersection	Existing Conditions AM Peak V/C	Existing Conditions AM Peak LOS	Existing Conditions PM Peak V/C	Existing Conditions PM Peak LOS	Future Without Project AM Peak V/C	Future Without Project AM Peak LOS	Future Without Project PM Peak V/C	Future Without Project PM Peak LOS	Future With Project AM Peak V/C	Future With Project AM Peak LOS	Future With Project PM Peak V/C	Future With Project PM Peak LOS	Change in V/C AM	Change in V/C PM
Hawthorne Bl./190th St. (CMP)	0.993	E	1.181	F	1.126	F	1.324	F	1.128	F	1.325	F	0.002	0.001
Crenshaw Bl./182nd St.	1.029	F	1.044	F	1.099	F	1.159	F	1.100	F	1.165	F	0.001	0.006
Crenshaw Bl./I-405 SB Off-on ramps	1.128	F	1.036	F	1.202	F	1.118	F	1.205	F	1.130	F	0.003	**0.012**
Crenshaw Bl./190th St.	1.213	F	1.216	F	1.278	F	1.329	F	1.302	F	1.342	F	0.004	**0.013**
Crenshaw Bl./Del Amo Bl.	0.807	D	0.872	D	0.877	D	0.966	E	0.879	D	0.975	E	0.002	0.009
I-405 NB Off-on ramps/182nd St.	1.121	F	0.943	E	1.167	F	0.974	E	1.170	F	0.985	E	0.003	**0.011**
Western Ave./Artesia Bl.	0.962	E	0.968	E	1.058	F	1.229	F	1.066	F	1.234	F	0.008	0.005
Western Ave./182nd St.	0.458	A	0.707	C	0.493	A	0.759	C	0.498	A	0.781	C	0.005	0.022
Western Ave./I-405 WB Off-on ramps	0.655	B	0.774	C	0.683	B	0.829	D	0.700	B	0.905	E	0.017	**0.076**
I-405 SB Off-on ramps/190th St. (west of Western)	1.096	F	1.009	F	1.148	F	1.068	F	1.169	F	1.161	F	**0.021**	**0.093**
Western Ave./190th St. (CMP)	0.711	C	0.897	D	0.672	C	0.895	D	0.780	C	1.070	F	**0.108**	**0.175**
Western Ave./195th St.	0.471	A	0.383	A	0.475	A	0.435	A	0.498	A	0.856	D	0.023	**0.421**
Western Ave./Del Amo Bl.	0.729	C	0.771	C	0.859	C	0.887	D	0.863	B	0.925	E	0.004	**0.038**
Western Ave./Torrance Bl.	0.635	B	0.723	C	0.704	C	0.848	E	0.721	C	0.931	E	0.017	**0.083**
Western Ave./Carson St. (CMP)	0.805	D	1.003	F	0.851	D	1.065	F	0.859	D	1.077	F	0.008	**0.012**
Western Ave./Sepulveda Bl. (CMP)	0.972	E	1.058	F	1.032	F	1.138	F	1.036	F	1.154	F	0.004	**0.016**
Western Ave./Pacific Coast Hwy.	0.945	E	0.977	E	1.000	F	1.058	F	1.003	F	1.066	F	0.003	0.008
Normandie Ave./182nd St.	0.305	A	0.503	A	0.320	A	0.538	A	0.323	A	0.548	A	0.003	0.010
Normandie Ave./I-405 NB Off-on ramps	0.556	A	0.588	A	0.590	A	0.685	B	0.609	B	0.769	C	0.019	0.084
I-405 SB Off-ramp/190th St. (at Normandie)	0.394	A	0.491	A	0.439	A	0.582	A	0.464	A	0.697	B	0.025	0.115
Normandie Ave./190th St.	0.574	A	0.729	C	0.623	B	0.893	D	0.650	B	1.050	F	0.027	**0.157**
Normandie Ave./Torrance Bl.	0.605	B	0.607	B	0.693	B	0.749	C	0.710	C	0.840	D	0.017	**0.091**
Normandie Ave./Carson St. (CMP)	0.598	A	0.795	C	0.619	B	0.838	D	0.623	B	0.852	D	0.004	0.014
Vermont Ave./Artesia Bl./ (CMP)	0.969	E	0.942	E	1.046	F	1.074	F	1.047	F	1.086	F	0.001	**0.012**
Vermont Ave./190th St.	0.728	C	1.029	F	0.761	C	1.101	F	0.767	C	1.128	F	0.006	**0.027**
Vermont Ave./Torrance Bl.	0.660	B	0.725	C	0.727	C	0.833	D	0.741	C	0.870	D	0.014	**0.037**
Vermont Ave./Carson St.	0.767	C	0.891	D	0.794	C	0.922	E	0.797	C	0.932	E	0.003	**0.010**
I-110 SB Off-ramp/190th St.	0.442	A	0.784	C	0.465	A	0.844	D	0.468	A	0.863	D	0.003	0.019
I-110 NB On-ramp/190th St.	0.368	A	0.739	C	0.401	A	0.789	C	0.406	A	0.818	D	0.005	**0.029**
I-110 SB Off-on ramps/Hamilton Ave.	0.565	A	0.565	A	0.628	B	0.737	C	0.641	B	0.810	D	0.013	**0.073**
Hamilton Ave./Torrance Bl.	0.789	C	0.745	C	0.914	D	0.987	E	0.945	E	1.129	F	**0.031**	**0.142**
I-110 SB Off-on ramps/Carson St.	0.864	D	0.866	D	0.889	D	0.892	D	0.893	D	0.897	D	0.004	0.005
Figueroa St./190th St.	0.504	A	0.723	C	0.582	A	0.866	D	0.582	A	0.877	D	0.000	0.011

Note: Changes shown in **boldface** indicate locations of significant impact.

SOURCE: Meyer, Mohaddes Associates, Inc., 1996.

BOE-C6-0115872

intersections that will be operating at LOS D with the project, the intersection is significantly impacted if the change in the V/C ratio is equal to or greater than 0.020. Intersections that will be operating at LOS C can have an increase in the V/C ratio of up to 0.040 before they are determined to be significantly impacted.

As shown in Table 17, the addition of project related-trips would result in significant impacts to three locations during the AM peak hour period and 21 during the PM peak hour period. The three intersections impacted during the AM peak hour are also impacted during the PM peak hour, so overall, 21 intersections would be significantly impacted. The intersections forecast to be significantly impacted due to the project, based on LADOT criteria for determination of significant impacts, are listed below, with the significant V/C ratio changes noted in boldface type on Table 17:

1) Crenshaw Boulevard/I-405 SB Off-on ramps
2) Crenshaw Boulevard/190th Street
3) I-405 NB off-on ramps/182nd Street
4) I-110 SB Off-on ramps/Hamilton Avenue
5) Western Avenue/I-405 NB On-Off ramps
6) I-405 SB Off-on ramps/190th Street (w/o Western)
7) Western Avenue/190th Street
8) Western Avenue/195th Street
9) Western Avenue/Del Amo Boulevard
10) Western Avenue/Torrance Boulevard
11) Western Avenue/Carson Street
12) Western Avenue/Sepulveda Boulevard
13) Normandie Avenue/190th Street
14) Normandie Avenue/Torrance Boulevard
15) Vermont Avenue/190th Street
16) Vermont Avenue/Torrance Boulevard
17) Vermont Avenue/Carson Street
18) Hamilton Avenue/Torrance Boulevard
19) I-110 NB On-ramp/190th Street
20) Vermont Avenue/Carson Street
21) Hamilton Avenue/Torrance Boulevard

Seven of the ten study intersections along Western Avenue are forecasted to be impacted. This is attributable to the fact that Western Avenue will be a major access route to the site and is currently a very heavily traveled route. Several of the intersections at the entrance or exit ramps to the San Diego Freeway are also impacted due to the large percentage of project trips assigned to these access routes. Several of the intersections, such as those along Crenshaw Boulevard, are impacted largely because there No Project levels of service are already at Level of Service F and the addition of only a small number of project-related vehicles exceeds the V/C ratio change

BOE-C6-0115873

threshold of 0.010. The traffic contribution of the McDonnell-Douglas project is responsible for two impacted intersections, cumulatively.

Future With Credit for Past Land Use

The site of the proposed shopping center had been occupied by industrial facilities for many years until 1992. Those facilities of the Industrial Light Metals Division of Martin-Marietta employed several thousand employees and thus generated a considerable amount of peak period commute traffic which was accommodated by the existing roads in the study area. LADOT traffic impact study guidelines permit the subtraction of previously existing trip generation from the calculation of new trips generated by a new development, but only if the previous development had been active within the last year. The net new trip generation calculation is provided herein for policy makers' and the public's information to identify the net impacts of the proposed project in comparison to the previous industrial use on the site.

Since the industrial operation of the Light Metals Division was in operation just a few years back, the traffic model was adjusted to credit the generation calculation to account for the trips that had been produced by the industrial plant on the site. Specific trip generation information about the Industrial Light Metals plant was not available, so standard ITE trip generation rates for General Heavy Industrial land uses were used. Table 18 shows the net new trip generation calculation. In the morning peak hour, the proposed shopping center will generate about 24 fewer trips than the previous industrial land use. In the PM peak hour, the net new trips will total 2,035 rather than the 2,630 gross trip generation estimate used in this traffic analysis. The net new trips were assigned to the street network and the same criteria used in determining significantly impacted intersections in this case. As shown in Table 19, there are 17 intersections that would be significantly impacted due to the proposed project when credit for existing land use is considered. This is in comparison to the 21 intersections identified previously. Many of the same intersections along Western Avenue and at the freeways ramps will continue to be considered impacted in the PM peak hour even with credit for existing trips accounted for in the traffic model. The intersections that would not be considered impacted if credit for the past land use were taken into consideration would be:

- I-405 NB Off-on ramps/182nd Street
- Western Avenue./Carson Street
- Vermont Avenue/Artesia Boulevard
- Vermont Avenue/Carson Street

BOE-C6-0115874

TABLE 18: NET PROJECT TRIP GENERATION (CREDIT FOR PAST LAND USE)

Land Use	Size	Unit	Daily Trip Rate	AM Rate In	AM Rate Out	PM Rate In	PM Rate Out	Daily Trips	AM Rate In	AM Rate Out	PM Rate In	PM Rate Out
Shopping Center	755	KSF	34.97	0.45	0.26	1.60	1.60	25,947	337	198	1,210	1,210
Theater (55 KSF)	3500	Seats				0.04	0.02				140	70
Theater	10	Screens	153.33					1,533				
GROSS TOTAL								27,480	337	198	1,350	1,280
Past Industrial Use	66.7	Acres							520	39	315	280
	1,374	KSF										
NET TOTAL									-183	159	1,035	1,000

SOURCE: Meyer, Mohaddes Associates, Inc., 1996.

Congestion Management Plan System Analysis

The Congestion Management Program (CMP) was created statewide as a result of Proposition 111 and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority (LACMTA). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system. A total of 160 intersections are identified for monitoring on the system. There are 12 CMP arterial monitoring stations within the vicinity of the South Bay study area and six of those CMP stations are study intersections analyzed in this traffic study. This section describes the project-related analysis of the CMP system. The analysis has been conducted according to the guidelines set forth in the 1993 Congestion Management Program for Los Angeles County. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on- or off-ramps, where the proposed project will add 50 or more trips during either AM or PM weekday peak hours.
- At CMP mainline freeway monitoring locations, where the project will add 150 or more trips in either direction, during the either the AM or PM weekday peak hours.

BOE-C6-0115875

TABLE 19: LOCATIONS OF POTENTIAL PROJECT IMPACTS WITH CREDIT FOR PAST USE

Intersection	Existing Conditions AM Peak V/C	Existing Conditions AM Peak LOS	Existing Conditions PM Peak V/C	Existing Conditions PM Peak LOS	Future Without Project AM Peak V/C	Future Without Project AM Peak LOS	Future Without Project PM Peak V/C	Future Without Project PM Peak LOS	Future With Project with Credit for Past Use AM Peak V/C	Future With Project with Credit for Past Use AM Peak LOS	Future With Project with Credit for Past Use PM Peak V/C	Future With Project with Credit for Past Use PM Peak LOS	Change in V/C AM	Change in V/C PM
Hawthorne Bl./190th St. (CMP)	0.993	E	1.181	F	1.126	F	1.324	F	1.125	F	1.325	F	-0.001	0.001
Crenshaw Bl./182nd St.	1.029	F	1.044	F	1.099	F	1.159	F	1.099	F	1.164	F	0.000	0.005
Crenshaw Bl./I-405 SB Off-on ramps	1.128	F	1.036	F	1.202	F	1.118	F	1.200	F	1.128	F	-0.002	**0.010**
Crenshaw Bl./190th St.	1.213	F	1.216	F	1.278	F	1.329	F	1.296	F	1.339	F	-0.002	**0.010**
Crenshaw Bl./Del Amo Bl.	0.807	D	0.872	D	0.877	D	0.966	E	0.877	D	0.973	E	-0.000	0.007
I-405 NB Off-on ramps/182nd St.	1.121	F	0.943	E	1.167	F	0.974	E	1.169	F	0.983	E	0.002	0.009
Western Ave./Artesia Bl.	0.962	E	0.968	E	1.058	F	1.229	F	1.054	F	1.233	F	-0.004	0.004
Western Ave./182nd St.	0.458	A	0.707	C	0.493	A	0.759	C	0.491	A	0.776	C	-0.002	0.017
Western Ave./I-405 WB Off-on ramps	0.655	B	0.774	C	0.683	B	0.829	D	0.678	B	0.887	D	-0.005	**0.058**
I-405 SB Off-on ramps/190th St. (west of Western)	1.096	F	1.009	F	1.148	F	1.068	F	1.143	F	1.140	F	-0.005	**0.072**
Western Ave./190th St. (CMP)	0.711	C	0.897	D	0.672	C	0.895	D	0.738	C	1.047	F	-0.066	**0.152**
Western Ave./195th St.	0.471	A	0.383	A	0.475	A	0.435	A	0.493	A	0.754	C	0.018	**0.319**
Western Ave./Del Amo Bl.	0.729	C	0.771	C	0.859	C	0.887	D	0.860	D	0.916	D	-0.001	**0.029**
Western Ave./Torrance Bl.	0.635	B	0.723	C	0.704	C	0.848	E	0.706	C	0.913	F	-0.002	**0.065**
Western Ave./Carson St. (CMP)	0.805	D	1.003	F	0.851	D	1.065	F	0.849	D	1.074	F	-0.002	0.009
Western Ave./Sepulveda Bl. (CMP)	0.972	E	1.058	F	1.032	F	1.138	F	1.030	F	1.150	F	-0.002	**0.012**
Western Ave./Pacific Coast Hwy.	0.945	E	0.977	E	1.000	F	1.058	F	0.999	E	1.064	F	-0.002	0.006
Normandie Ave./182nd St.	0.305	A	0.503	A	0.320	A	0.538	A	0.319	A	0.545	A	-0.001	0.007
Normandie Ave./I-405 NB Off-on ramps	0.556	A	0.588	A	0.590	A	0.685	B	0.586	A	0.750	C	-0.004	0.065
I-405 SB Off-ramp/190th St. (at Normandie)	0.394	A	0.491	A	0.439	A	0.582	A	0.425	A	0.671	B	-0.014	0.089
Normandie Ave./190th St.	0.574	A	0.729	C	0.623	B	0.893	D	0.638	B	1.022	F	0.015	**0.129**
Normandie Ave./Torrance Bl.	0.605	B	0.607	B	0.693	B	0.749	C	0.690	B	0.819	D	-0.003	**0.070**
Normandie Ave./Carson St. (CMP)	0.598	A	0.795	C	0.619	B	0.838	D	0.618	B	0.849	D	-0.001	0.011
Vermont Ave./Artesia Bl./ (CMP)	0.969	E	0.942	E	1.046	F	1.074	F	1.047	F	1.083	F	0.001	0.009
Vermont Ave./190th St.	0.728	C	1.029	F	0.761	C	1.101	F	0.763	C	1.121	F	0.002	**0.020**
Vermont Ave./Torrance Bl.	0.660	B	0.725	C	0.727	C	0.833	D	0.723	C	0.862	D	-0.004	**0.029**
Vermont Ave./Carson St.	0.767	C	0.891	D	0.794	C	0.922	E	0.793	C	0.930	E	-0.001	0.008
I-110 SB Off-ramp/190th St.	0.442	A	0.784	C	0.465	A	0.844	D	0.467	A	0.859	D	0.002	0.015
I-110 NB On-ramp/190th St.	0.368	A	0.739	C	0.401	A	0.789	C	0.404	A	0.811	D	0.003	**0.022**
I-110 SB Off-on ramps/Hamilton Ave.	0.565	A	0.565	A	0.628	B	0.737	C	0.633	B	0.793	C	0.005	**0.056**
Hamilton Ave./Torrance Bl.	0.789	C	0.745	C	0.914	D	0.987	E	0.910	E	1.097	F	-0.004	**0.110**
I-110 SB Off-on ramps/Carson St.	0.864	D	0.866	D	0.889	D	0.892	D	0.887	D	0.896	D	-0.002	0.004
Figueroa St./190th St.	0.504	A	0.723	C	0.582	A	0.866	D	0.581	A	0.875	D	-0.001	0.009

Note: Changes shown in **boldface** indicate locations of significant impact.

SOURCE: Meyer, Mohaddes Associates, Inc., 1996.

BOE-C6-0115876

There are two project analysis periods, the weekday AM peak hour and weekday PM peak hour conditions. For purposes of analyzing the project impact to the CMP system, the PM weekday peak hour conditions will be used since it represents the worst case scenario in terms of traffic volume.

CMP Arterial Intersection Analysis

The project-added trips to the CMP arterial monitoring intersections are as shown below:

- **Inglewood Avenue/190th Street**- Based on the results of the project analysis, less than or equal to 40 trips during the weekday PM peak period would be added by the project at this location. Therefore, analysis is not required.

- **Hawthorne Boulevard/190th Street**- Based on results of the project analysis, 62 trips would be added during the weekday PM peak period by the project at this intersection. Since the trips do not cause a project related impact at this location, no mitigation was required.

- **Hawthorne Boulevard/Sepulveda Boulevard**- Based on the results of the project analysis, less than or equal to 23 trips during the weekday PM peak period would be added by the project at this location. Therefore, analysis is not required.

- **Hawthorne Boulevard/Pacific Coast Highway**- Based on the results of the project analysis, less than or equal to 16 trips during the weekday PM peak period would be added by the project at this location. Therefore, analysis is not required.

- **Crenshaw Boulevard/Artesia Boulevard**- Based on the results of the project analysis, less than or equal to 13 trips during the weekday PM peak period would be added by the project at this location. Therefore, analysis is not required.

- **Crenshaw Boulevard/Pacific Coast Highway**- Based on the results of the project analysis, less than or equal to 19 trips during the weekday PM peak period would be added by the project at this location. Therefore, analysis is not required.

- **Western Avenue/190th Street**- This CMP intersection is located at the northeast corner of the project site. Since a vast majority of the project related trips are to pass through this intersection, it was included in the study and mitigated as detailed in the EIR.

- **Western Avenue/Carson Street**- Based on the results of the project analysis, 131 trips are to pass through this intersection during the weekday PM peak period. This is another major intersection along an access corridor to the project and was included as a study intersection.

BOE-C6-0115877

- **Western Avenue/Sepulveda Boulevard**- At this location, the proposed project would account for 82 additional trips passing through the intersection. Subsequently, it was included as a study intersection and mitigated.

- **Western Avenue/Pacific Coast Highway**- Based on the results of the project analysis, 52 trips are to pass through this intersection during the weekday PM peak period. This is just slightly over the threshold of 50 allowed trips at CMP intersection. It was subsequently included in the network analysis, although it was not considered to be impacted by the City of Los Angeles Guidelines.

- **Vermont Avenue/Artesia Boulevard**- Based on results of the project analysis, 132 trips would be added during the weekday PM peak period by the project at this intersection. Since the trips do not cause a project related impact at this location, no future mitigation was required.

- **Figueroa Street/Pacific Coast Highway**- Based on the results of the project analysis, less than or equal to 12 trips during the weekday PM peak period would be added by the project at this location. Therefore, analysis is not required.

CMP Mainline Freeway Segment Analysis

Regional access to the project site is provided by three freeways, namely: The San Diego Freeway (Route 405) which is located due north; the Harbor Freeway (Route 110) on the east and the Artesia Freeway (Route 91) on the north. Existing and future (1998) peak hour volumes were identified on mainline freeway segments near the proposed project based on counts published by Caltrans and ambient growth factors included in the Los Angeles County CMP. The Demand/Capacity ratio (D/C) was then calculated based on the per-lane capacity of 2,000 vehicles per lane per hour. Table 20 illustrates the freeway peak hour volumes for the PM peak hour, the hour when the project generates its highest level of trips. The proposed project does not add more than 150 new peak hour trips to any of the freeway segments, nor does it increase the D/C ratio by more than 0.020 on any freeway segment. Therefore, the project does not create a significant negative impact on the freeway system.

CUMULATIVE IMPACTS

The discussion on future no-project conditions presented above incorporates the traffic impact analysis of cumulative development in the project area. As previously discussed, ambient and cumulative growth would result in significant impacts to 11 intersections during the weekday AM peak period and 16 intersections during the PM peak period. Cumulative growth will significantly impact traffic conditions along Artesia Boulevard and in the vicinity of the

BOE-C6-0115878

TABLE 20: CMP FREEWAY SEGMENT (MAINLINE) ANALYSIS

Freeway Segment	Existing Peak Hour[a] Volume	D/C[d]	1998 W/O Project[b] Volume	D/C	1998 With Project[c] Trips Added	Volume	D/C	Change Due to Project D/C
I-405, North of Crenshaw Boulevard								
Northbound	8319	0.832	8702	0.870	125	8827	0.883	0.013
Southbound	8319	0.832	8702	0.870	121	8823	0.882	0.012
I-405, North of Western Avenue								
Northbound	8319	0.832	8702	0.870	115	8817	0.882	0.012
Southbound	8319	0.832	8702	0.870	90	8742	0.874	0.004
I-405, North of Normandie Avenue								
Northbound	8319	0.832	8702	0.870	38	8740	0.874	0.004
Southbound	8319	0.832	8702	0.870	107	8809	0.881	0.011
I-405, East of I-110								
Northbound	8473	1.059	8863	1.108	91	8954	1.119	0.011
Southbound	8473	1.059	8863	1.108	86	8949	1.119	0.011
I-110, South of Carson Street								
Northbound	5751	0.719	6016	0.752	47	6063	0.758	0.006
Southbound	5751	0.719	6016	0.752	57	6073	0.759	0.007
I-110, North of Torrance Boulevard								
Northbound	6678	0.835	6985	0.873	14	6999	0.875	0.002
Southbound	6678	0.835	6985	0.873	13	6998	0.875	0.002
I-110, South of I-405								
Northbound	7754	0.969	8111	1.014	29	8140	1.017	0.004
Southbound	7754	0.969	8111	1.014	30	8141	1.018	0.004
I-110, South of SR-91								
Northbound	7908	0.989	8272	1.034	64	8336	1.042	0.008
Southbound	7908	0.989	8272	1.034	67	8339	1.042	0.008
SR-91, East of I-110								
Eastbound	8421	1.404	8808	1.468	29	8837	1.473	0.005
Westbound	8421	1.404	8808	1.468	31	8839	1.473	0.005

a. Existing peak hour volumes are based on 1992 Caltrans Counts, which were adjusted by a growth factor of 1.027% (1992 CMP, Exhibit D-1).
b. 1998 Without Project volumes are based on the existing peak hour volumes and adjusted by a growth factor of 1.046% (1992 CMP, Exhibit D-1).
c. 1998 With Project volumes reflect only half of project volumes due to pass-by trips.
d. D/C = Demand to Capacity ratio

SOURCE: Meyer, Mohaddes Associates, Inc., 1996.

BOE-C6-0115879

I-110 southbound ramps near the City of Carson primarily due to the Metro 2000 Outlet and the Carson Town Center.

The discussion on future with project conditions presented above incorporates the traffic impact analysis of cumulative development with the proposed Harbor Gateway Retail Center project. As previously discussed, the addition of only project-related trips would result in two impact locations during the AM peak period and 21 during the PM peak period.

MITIGATION MEASURES

- The project applicant shall develop a TDM program in accordance with the City of Los Angeles TDM Ordinance No. 168,700. Given that the proposed development is primarily a retail project, it will be difficult to develop a TDM program that will significantly reduce customer trips, so the TDM program will largely be oriented toward a reduction of trips by employees, which are a small percentage of peak hour trips. The project could, however, implement the following types of measures to encourage customers to use alternate modes to access the site: install bicycle racks on the site, provide a transit information kiosk, provide carpool/vanpool spaces in employee parking areas, or install an attractive bus shelter at the bus stop in front of the project site. The level of trip reduction anticipated in the PM peak hour due to the TDM program would not be expected to be significant enough to reduce project impacts at any of the signalized intersections where impacts were identified.

- The project applicant shall encourage Gardena and Torrance Transit to continue to provide transit service adjacent to the project and to consider enhanced service when the Harbor Gateway Retail Center is fully built and occupied. The level of trip reduction anticipated in the PM peak hour due to the TDM program would not be expected to be significant enough to reduce project impacts at any of the signalized intersections where impacts were identified. The types of measures that shall be implemented to encourage transit ridership include the following:

  - Installation of covered bus shelters at the bus stops along the project frontage on 190th Street. (Note: The Gardena Transit Line on Western Avenue runs, southbound only, so the stops are on the west side of the street, not along the project frontage.)

  - Installation of an information kiosk(s) with transit services displayed and route maps available.

- The South Bay Traffic Signal System Project is a long-range plan to interconnect traffic signals throughout the South Bay Area and tie them into traffic control centers. The system spans 23 jurisdictions, including the City of Los Angeles, and will provide significant improvement in traffic operations at signalized intersections. The first phase of the system is currently being installed along Western Avenue adjacent to the project site. The City of Los Angeles Automated Traffic Surveillance and Control (ATSAC) System,

BOE-C6-0115880

which is similar to the system being installed in the South Bay Area, has been shown to provide a 7% increase in capacity at intersections. LADOT calculates the benefits of installation of an ATSAC-type signal system as a 0.070 improvement in the V/C ratio at intersections. For such an improvement to be included as a mitigation measure for a development project, the project proponent must agree to fund the installation of the signal system improvements at a cost of $69,000 per intersection (based on 1998 installation). Many of the intersections where the Harbor Gateway Retail Center is forecast to have an impact are already included in the South Bay Signal System. The following intersections are not now included in the signal system and should be tied into the system as mitigation measures for the Harbor Gateway Retail Center:

- Hamilton Ave./Torrance Boulevard
- Hamilton Ave./I-1010 SB On-off ramps
- Crenshaw Boulevard/190th Street

The contribution of $207,000 toward the installation of signal system improvements at these three locations will fully mitigate project impacts at the Hamilton Avenue/I-110 SB On-off ramps but only partially mitigates the impact at Hamilton Avenue/ Torrance Boulevard (it is reduced from 1.129 to 0.059).

Although the intersection of Normandie Avenue/Carson Street is not significantly impacted by the proposed project, a traffic signal operational improvement is proposed at this location to offset the impacts at other locations where no improvements are feasible. The proposed improvement is the addition of east-west left-turn phasing to the existing signalized intersection. This mitigation measure will implement a project that LADOT has been wanting to implement, but for which funding has not been available.

Table 21 summarizes the proposed physical improvement mitigation measures at each of the intersections where a feasible improvement could be identified. Following is a detail description of each of the mitigation measures at the impacted study intersections.

- **Normandie Avenue and 190th Street** is forecasted to be impacted during the PM peak hour with an expected V/C ratio increase from 0.893 (LOS D) to 1.050 (LOS F). Adding an additional left-turn lane on eastbound 190th by replacing the railroad gates (contingent on PUC approval) will fully mitigate project impacts at this location. The improvement will decrease the V/C ratio to 0.867 (LOS D) from 1.050, fully mitigating the project impact.

- **Vermont Avenue and 190th Street** is also forecast to be impacted during the PM peak hour with an expected V/C ratio increase from 1.101 (LOS F) to 1.128 (LOS F). At this intersection, restriping the northbound leg of Vermont avenue to add an additional right-turn-only lane (decreasing the width of the through travel lanes to 11 ft.) will decrease the V/C ratio to 1.053 (LOS F), fully mitigating the project impact.

- **Vermont Avenue and Torrance Boulevard** is also expected to be impacted during the PM peak hour with an expected V/C ratio increase from 0.833 (LOS D) to 0.870

BOE-C6-0115881

TABLE 21: PROPOSED MITIGATION MEASURES

Intersection	Proposed Mitigation Measures
Normandie Avenue/190th Street	Add additional left-turn lane on EB 190th (Replace Railroad gates)* *Contingent on PUC approval
Normandie Avenue/Torrance Boulevard	No mitigation identified
Vermont Avenue/190th Street	Restripe to provide NB right-turn-only lane on Vermont
Vermont Avenue/Artesia Boulevard	Add NB right turn overlap phase with E/W left turn phase
Vermont Avenue/Torrance Boulevard	Restripe to provide SB right-turn-only lane on Vermont
Vermont Avenue/Carson Street	Restripe to provide RT only lane, or dual LT lane or 3rd NS thru on Vermont
Hamilton Avenue/Torrance Boulevard	Add separate left-turn phase in EB direction on Torrance Restripe Hamilton to provide 2nd SB LT lane & Signal System Improvements
I-110 SB Off-on ramps/Hamilton Avenue	Signal System Improvements
Western Avenue/I-405 NB On-off ramps	Widen EB approach (now 28')(freeway ramps) to add additional left-turn lane (2 lefts, 1 right)
I-405 SB Off-on ramps/190th Street	Widen SB approach (now 28')(freeway ramps) to add additional left-turn lane (2 lefts, 1 right)
Western Avenue/190th Street	Add NB right-turn-only lane-widen along project
Western Avenue/195 Street	Add SB dual left-turn lanes into project (protected phase) Add NB right-turn-only lane, & provide two inbound and three outbound lanes from project
Western Avenue/Del Amo Boulevard	Restripe EB lanes to provide exclusive left and shared left-turn lanes
Western Avenue/Torrance Boulevard	No mitigation identified
Western Avenue/Carson Street	No mitigation identified
Western Avenue/Sepulveda Boulevard	Restripe to add SB right-turn-only lane on Western
I-405 NB On-off-ramp/182nd St.	No mitigation identified
Crenshaw Boulevard/I-405 SB Off-on ramps	Widen ramp to provide 2 rights, 1 left
Normandie Avenue/Carson Street	Add E/W protected left turn phases
Normandie Avenue/I-405 NB On-Off ramps	No mitigation identified
I-110 NB On ramp/190th Street	Restripe EB approach to provide dual left-turn lanes (to ramps) - inside lanes for HOVs

SOURCE: Meyer, Mohaddes Associates, Inc., 1996.

BOE-C6-0115882

(LOS D). Restriping the southbound segment to provide a right-turn-only lane on Vermont Avenue will decrease the V/C ratio to 0.828 (LOS D), fully mitigating the project impact.

- **Vermont Avenue and Carson Street** is expected to be impacted during the PM peak hour, with a V/C ratio increase from 0.922 (LOS E) to 0.932 (LOS E). Restriping the southbound approach to the intersection to provide a right-turn-only on Vermont Avenue will decrease the V/C ratio to 0.904 (LOS E), fully mitigating the project impact.

- **Hamilton Avenue and Torrance Boulevard** is expected to be impacted during both peak hours. In the AM peak hour, the V/C ratio increase if from 0.914 (LOS E) to 0.945 (LOS E). In the PM peak hour, the V/C ratio increases from 0.987 (LOS E) to 1.129 (LOS F). Several improvements at this intersection will decrease the V/C ratio when the project is completed to 0.878 (LOS D) in the AM, an improvement over No Project conditions, and to 1.067 (LOS F) in the PM. These are the addition of a separate left turn phase to the eastbound direction on Torrance Boulevard (providing a protected left turn phase for vehicles turning onto Hamilton Avenue bound for the 110 freeway ramp), restriping the existing lanes on Hamilton to provide a second left turn lane, and upgrading the signal controller to enable it to be connected to the South Bay Signal system.

- **Western Avenue and the I-405 northbound ramps** are forecast to be impacted during the PM peak hour with V/C ratio increase from 0.820 (LOS D) to 0.905 (LOS D). With approval from Caltrans, by widening the existing ramp (it is currently 28 feet wide), it can be restriped to provide two left turn lanes and one right turn lane (this would add an additional left turn lane.) Redesign of the existing median and shoulder for the westbound direction will be required. This will decrease the V/C ratio to 0.818 (LOS D), fully mitigating the project impact.

- **The I-405 southbound ramps at 190th Street** are also expected to be impacted during both AM and PM peak hours with an expected V/C ratio increase in the PM peak hour from 1.068 (LOS F) to 1.161 (LOS F). With approval from Caltrans, by widening the existing ramp (it is currently 28 feet wide), it can be restriped to provide two left turn lanes and one right turn lane (this would add an additional left turn lane.) Redesign of the existing median and shoulder for the westbound direction will be required. This will decrease the V/C ratio to 1.033 (LOS F) in the PM peak hour, leaving a partially unmitigated impact in the PM peak hour.

- **Western Avenue and 190th Street** is also expected to be impacted during the PM peak hour with an expected V/C ratio increase from 0.895 (LOS E) to 1.070 (LOS F). The southbound direction of 190th Street was recently restriped to provide an additional left turn lane. Along the project frontage, by utilizing right-of-way provided by the project, an additional right-turn-only lane can be added in the northbound direction. These improvements will ultimately improve access to and from the project site but do not decrease the V/C ratio because the northbound right-turn volume is not one of the critical movements at the intersection.

BOE-C6-0115883

site but do not decrease the V/C ratio because the northbound right-turn volume is not one of the critical movements at the intersection.

- **Western Avenue and 195th Street** will provide direct access to the project site, being the main driveway along 195th Street which accommodates all turn movements. It currently serves as a driveway for the Toyota office building, located directly west of the project site and previously served as a major entrance to the Industrial Light Metals plant. It will have a PM peak hour V/C ratio of 0.435 (LOS A) without the proposed project and is forecasted to increase to 0.858 (LOS D) with the addition of project traffic. To improve access and decrease the V/C ratio at this intersection, an additional southbound left turn lane leading into the project should be added. This dual left configuration will operate on a separate protected phase to allow access to the project. To improve access for vehicles traveling northbound on Western Avenue, widening along the project frontage to add an additional right-turn-only lane at the project entrance is recommended. At the exit driveway from the project, providing three lanes to improve the egress of vehicles will decrease the V/C even further. All of the proposed mitigation measures will improve the V/C ratio when the project is built, decreasing it to 0.685 (LOS B).

- **Western Avenue and Del Amo Boulevard** is also expected to be impacted during the PM peak hour with an expected V/C ratio increase from 0.887 (LOS D) to 0.925 (LOS E). The proposed mitigation measure associated with this project is to redesignate the existing eastbound lanes to include an exclusive left and an optional through/left-turn lane. This mitigation measure will decrease the V/C ratio to 0.780 (LOS C), fully mitigating the project impact.

- **Western Avenue and Sepulveda Boulevard** is forecast to be impacted during the PM peak hour with an expected increase in the V/C ratio from 1.138 (LOS F) to 1.154 (LOS F). At this location, adding a right-turn-only lane (only restriping is needed) at the southbound approach on Western Avenue will decrease the V/C ratio to 1.078 (LOS F), fully mitigating the project impact.

- **Crenshaw Boulevard and the I-405 southbound Off-On ramps** are forecast to be impacted during the PM peak hour with an expected increase in the V/C ratio from 1.118 (LOS F) to 1.130 (LOS F). Upon obtaining approval from Caltrans, the ramps can be expanded to provide two exclusive right turn lanes and one left turn lane. This improvements should decrease the V/C ratio to 1.085 (LOS F), fully mitigating the project impact.

- **I-110 northbound on-ramp at 190th Street** is expected to be impacted in the PM peak hour with a V/C ratio increase from 0.789 (LOS C) to 0.818 (LOS D). By restriping the eastbound approach to provide dual left-turn lanes to the ramps, the V/C ratio will decrease to 0.586 (LOS A), fully mitigating the project impact. The inside left-turn lane will be designated as an HOV lane because it feeds traffic to the HOV bypass lane on the on ramp.

BOE-C6-0115884

ADVERSE EFFECTS

Implementation of the mitigation measures identified above would reduce the number of impacted intersections from 21 to 8, as shown in Table 22. Of those eight intersections, one would be operating at LOS D, while seven would be at LOS E or F. Many of the intersections would be operating at better levels of service with the proposed project.

The City of Los Angeles does not require developments to purchase additional right of way to implement mitigation measures. Only those measures which can be accomplished within existing right of way are deemed as feasible. Due to the built out nature of the South Bay study area, there are some locations where additional widening within the existing right of way is not feasible. At five locations on Normandie Avenue at Torrance Boulevard, Western Avenue at Torrance Boulevard, Western Avenue at Carson Street, 182nd Street at the I-405 NB off-on ramps, and at Normandie Avenue at the I-405 NB off-on ramps, no feasible mitigation measures could be identified within existing right of way. At the other intersections evaluated, mitigation measures involving minor widenings of approaches to the intersections, restriping, and signal phasing improvements were identified as feasible mitigation measures.

H. PUBLIC SERVICES

1. Fire Protection

ENVIRONMENTAL SETTING

The Fire Protection and Prevention Plan and the Safety Plan, elements of the General Plan of the City of Los Angeles, set forth policies, programs, and standards relative to fire and geologic hazards.

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and the Fire Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water

BOE-C6-0115885

TABLE 22: EFFECTIVENESS OF PROPOSED MITIGATION MEASURES

Intersection	Existing Conditions				Future Without Project				Future With Project with Mitigation Measures				Change in V/C	
	AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak			
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	AM	PM
Hawthorne Bl./190th St. (CMP)	0.993	E	1.181	F	1.126	F	1.324	F	1.128	F	1.325	F	0.002	0.001
Crenshaw Bl./182nd St.	1.029	F	1.044	F	1.099	F	1.159	F	1.100	F	1.165	F	0.001	0.006
Crenshaw Bl./I-405 SB Off-on ramps	1.128	F	1.036	F	1.202	F	1.118	F	1.175	F	1.085	F	-0.027	-0.033
Crenshaw Bl./190th St.	1.213	F	1.216	F	1.278	F	1.329	F	1.232	F	1.272	F	-0.066	-0.057
Crenshaw Bl./Del Amo Bl.	0.807	D	0.872	D	0.877	D	0.966	E	0.879	D	0.925	E	0.002	0.009
I-405 NB Off-on ramps/182nd St.	1.121	F	0.943	E	1.167	F	0.974	E	1.170	F	0.985	E	0.003	**0.011**
Western Ave./Artesia Bl.	0.962	E	0.968	E	1.058	F	1.229	F	1.066	E	1.234	F	-0.008	0.005
Western Ave./182nd St.	0.458	A	0.707	C	0.493	A	0.759	C	0.498	A	0.781	C	0.005	0.022
Western Ave./I-405 WB Off-on ramps	0.655	B	0.774	C	0.683	B	0.829	D	0.647	B	0.816	E	-0.036	-0.013
I-405 SB Off-on ramps/190th St. (west of Western)	1.096	F	1.009	F	1.148	F	1.068	F	1.075	F	1.133	F	-0.073	-0.065
Western Ave./190th St. (CMP)	0.711	C	0.897	D	0.672	C	0.895	D	0.780	C	1.070	F	**0.108**	**0.175**
Western Ave./195th St.	0.471	A	0.383	A	0.475	A	0.435	A	0.487	A	0.685	B	0.012	0.250
Western Ave./Del Amo Bl.	0.729	C	0.771	C	0.859	C	0.887	D	0.780	C	0.780	C	-0.079	-0.107
Western Ave./Torrance Bl.	0.635	B	0.723	C	0.704	C	0.848	E	0.721	C	0.931	E	0.017	**0.083**
Western Ave./Carson St. (CMP)	0.805	D	1.003	F	0.851	D	1.065	F	0.859	D	1.077	F	0.008	**-0.012**
Western Ave./Sepulveda Bl. (CMP)	0.972	E	1.058	F	1.032	F	1.138	F	1.036	F	1.078	F	0.004	-0.060
Western Ave./Pacific Coast Hwy.	0.945	E	0.977	E	1.000	F	1.058	F	1.003	F	1.066	F	0.003	0.008
Normandie Ave./182nd St.	0.305	A	0.503	A	0.320	A	0.538	A	0.323	A	0.548	A	0.003	0.010
Normandie Ave./I-405 NB Off-on ramps	0.556	A	0.588	A	0.590	A	0.685	B	0.609	B	0.769	C	0.019	0.084
I-405 SB Off-ramp/190th St. (at Normandie)	0.394	A	0.491	C	0.439	A	0.582	A	0.464	A	0.697	B	0.025	0.115
Normandie Ave./190th St	0.574	B	0.729	B	0.623	B	0.893	D	0.550	A	0.867	D	-0.073	0.026
Normandie Ave./Torrance Bl.	0.605	A	0.607	B	0.693	B	0.749	C	0.710	C	0.840	D	0.017	**0.091**
Normandie Ave./Carson St. (CMP)	0.598	E	0.795	C	0.619	B	0.838	D	0.656	B	0.892	D	0.037	0.054
Vermont Ave./Artesia Bl./ (CMP)	0.969	E	0.942	E	1.046	F	1.074	F	1.018	F	1.086	F	-0.028	**0.012**
Vermont Ave./190th St.	0.728	C	1.029	F	0.761	C	1.101	F	0.767	C	1.053	F	0.006	-0.048
Vermont Ave./Torrance Bl.	0.660	B	0.725	C	0.727	C	0.833	D	0.741	C	0.828	D	0.014	-0.005
Vermont Ave./Carson St.	0.767	C	0.891	D	0.794	C	0.922	E	0.797	C	0.904	E	0.003	-0.018
I-110 SB Off-ramp/190th St.	0.442	A	0.784	C	0.465	A	0.844	D	0.468	A	0.863	D	0.003	0.019
I-110 NB On-ramp/190th St.	0.368	A	0.739	C	0.401	A	0.789	C	0.320	A	0.586	A	-0.081	0.203
I-110 SB Off-on ramps/Hamilton Ave.	0.565	A	0.565	A	0.628	B	0.737	C	0.564	A	0.740	D	-0.064	-0.003
Hamilton Ave./Torrance Bl.	0.789	C	0.745	C	0.914	E	0.987	E	0.875	D	1.067	F	-0.039	**0.080**
I-110 SB Off-on ramps/Carson St.	0.864	D	0.866	D	0.889	D	0.892	D	0.893	D	0.897	D	0.004	0.005
Figueroa St./190th St.	0.504	A	0.723	C	0.582	A	0.866	D	0.582	A	0.877	D	0.000	0.011

Note: Changes shown in **boldface** indicate locations of significant impact.

SOURCE: Meyer, Mohaddes Associates, Inc., 1996.

BOE-C6-0115886

pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing.

The City of Los Angeles Fire Department has reviewed the project as proposed. Fire Stations No. 64, 79, and 85 would provide fire protection and emergency service to the project site. The equipment found at these stations and the distance of the stations from the project site are as shown in Table 23.

ENVIRONMENTAL IMPACTS

According to the Los Angeles Fire Department, the required fire-flow for this project has been set at 6,000 G.P.M. from four fire hydrants flowing simultaneously. Consequently, improvements to the water system in the project area may be required to provide 6,000 G.P.M. fire-flow.[38]

Based on a required fire-flow of 6,000 G.P.M., the first-due Engine Company should be within one mile, and the first-due Truck Company within 1.5 miles. The distances in Table 23 were computed from each station to the intersection of 190th Street and Western Avenue. Based on these criteria (response distances from existing fire stations), fire protection would be considered inadequate.[39]

The proposed project would have an incremental impact on fire protection and emergency services. In order to maintain current service levels, additional personnel and equipment may be needed.

CUMULATIVE IMPACTS

The proposed project would contribute to a cumulative impact on fire protection services. The development of the proposed project, along with other approved and planned projects in the immediate area, may result in the need for the following:

- Increased staffing for existing facilities.

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38 Mike D. Bowers for William R. Bamattre, Chief Engineer and General Manager, Bureau of Fire Prevention and Public Safety, Los Angeles Fire Department, Inter-Departmental Correspondence dated September 20, 1995.

39 Ibid.

BOE-C6-0115887

TABLE 23: FIRE STATION LOCATIONS SERVING THE HARBOR GATEWAY RETAIL CENTER

Station	Equipment/Staffing	Distance to Project Site
No. 64 (118 W. 108th Street) Los Angeles	Task Force Truck and Engine Company Paramedic Rescue Ambulance EMT Rescue Ambulance Staffing: 14	6.8 miles
No. 85 (1331 W. 253rd Street) Harbor City	Task Force and Engine Company Paramedic Rescue Ambulance Staffing: 12	4.5 miles
No 79 (18030 S. Vermont Avenue) Gardena	Paramedic Engine Company Staffing: 4	1.6 miles

Source: Mike D. Bowers for William R. Bamattre, Chief Engineer and General Manager, Bureau of Fire Prevention and Public Safety, Los Angeles Fire Department, Inter-Departmental Correspondence dated September 20, 1995.

- Additional fire protection facilities.
- Relocation or expansion of present fire protection facilities.

As with the proposed project, the related projects would be individually subject to mitigation measures to adequately reduce fire protection service impacts. Additionally, the Fire Department would require that all new developments comply with the Department's development review criteria. Although Department review may determine a need for additional staffing and additional or relocated facilities, these measures would not be required as mitigation for individual projects, such as the proposed project, but instead are provided through the city's overall planning and budget process. With mitigation and Department review, the cumulative impacts upon fire protection services are not anticipated to be significant.

MITIGATION MEASURES

- The project shall comply with Fire Department requirements, including a fire flow of 6,000 gallons per minute.

BOE-C6-0115888

- In order to mitigate the inadequacy of fire protection in travel distance, sprinkler systems shall be required throughout any structure to be built, in accordance with the Los Angeles Municipal Code 57.09.07.

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

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

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

- Plot plans that show the access roads and/or the turning areas shall be submitted for Fire Department approval.

- The width of all private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky.

- Additional vehicular access may be required by the Fire Department where buildings exceed 28 feet in height.

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

- All first story portions of any commercial or industrial building must be within 300 feet of an approved fire hydrant.

- Adequate off-site public and on-site private fire hydrants may be required. Their number and location will be determined after the Fire Department's review of the plot plan.

- The project shall comply with all applicable state and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles (C.P.C. 19708).

ADVERSE EFFECTS

Based on Los Angeles Fire Department hydrant fire flow requirements and first engine company response distance, the proposed project would be considered to be inadequately protected. As a result, the proposed project would have an adverse effect on fire protection services and emergency medical services. With implementation of mitigation measures, adverse effects would be reduced but not eliminated.

BOE-C6-0115889

2. Police Services

ENVIRONMENTAL SETTING

The proposed project is located in the Los Angeles Police Department's (LAPD) Harbor Area, Reporting District (RD) 501 at 2175 John S. Gibson Boulevard in San Pedro. There are approximately 235 sworn officers and 40 civilians assigned to the Harbor Area. The Harbor Area covers approximately 25.7 square miles and has an estimated population of approximately 166,011.[40]

The Citywide average response time to emergency calls for service in 1994 was 7.6 minutes. The current average response time to emergency calls in Harbor Area is 7.7 minutes. The Police Department reports that crime rate for the project's Reporting District (56 crimes per 1,000 persons) is below the citywide average (82 crimes per 1,000 persons). The predominant crimes in RD 501 are aggravated assault, vehicle theft and burglary from vehicles.[41]

ENVIRONMENTAL IMPACTS

Whenever there is an increase in population and commercial or residential density, the potential for public safety and security problems exists. As generally observed by the Police Department, a commercial and/or residential development could increase the potential for burglary, robbery, theft, grand theft auto, vandalism, and other criminal activity.

Additionally, emergency access to a location can be affected by different factors, such as 1) the number and location of entrances into the project site, 2) the number, location and type of barriers to vehicular traffic throughout the project site, 3) the readability of street and unit numbers, and 4) the physical layout of the structures on the project site.

The proposed project would have a significant impact on police services in the Harbor Area. The Police Department estimates that approximately 2,423 persons would occupy the project during

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[40] Commander McBride, Commanding Officer, Community Affairs Group, Los Angeles Police Department, NOP response letter dated September 18, 1995.

[41] Ibid.

BOE-C6-0115890

any given time period. In order to maintain current levels of police service in the Harbor Area, additional officers would be needed.[42]

CUMULATIVE IMPACTS

The proposed project would contribute to a cumulative effect on the provision of police services to the area. The cumulative projects listed in Chapter III, Table 1 would increase the daytime and evening population in the Harbor Area, resulting in an increase of police-related problems such as increases in traffic, additional parking demand, and increases in occurrences of petty theft, and theft from automobiles.

MITIGATION MEASURES

- Private security guards shall be used to monitor and patrol the project site during project construction and operation.

- Entryways, elevators, lobbies, and parking areas shall be illuminated and designed with minimum dead space to eliminate areas of concealment.

- The project applicant shall consult with the Los Angeles Police Department Crime Prevention Unit on design and implementation of a security plan for the project, prior to obtaining a building permit.

- Upon completion of the project, the project applicant shall provide the Harbor Area Commanding Officer with a diagram of each of the buildings involved in the project. The diagram should include access routes, building numbers and any additional information that might facilitate police response.

- The project sponsor is willing to negotiate the placement of a police sub-station within the center to serve the immediate area. Size and location requirements of the substation and a potential location within the proposed building massing would need to be discussed.

ADVERSE EFFECTS

When fully occupied, the proposed project is expected to increase the need for police protection services. Project implementation would result in a significant adverse impact. With implementation of mitigation measures, adverse effects would be reduced but not eliminated.

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[42] Ibid.

BOE-C6-0115891

I. ENERGY CONSERVATION

ENVIRONMENTAL SETTING

Electric and Gas Service

The Los Angeles Department of Water and Power (LADWP) provides electric service to the project site. Electricity is distributed to the project site through a series of 34.5-kilovolt (kV) underground lines from the Halldale Receiving Station (RS) located at 1425 Del Amo Boulevard. One or both of the 34.5-kV circuits from Halldale RS can supply power to the project site. The first 34.5-kV circuit runs along Douglas Street from Del Amo Boulevard to 190th Street, and the second runs along 190th Street and terminates west of Douglas Street. Natural gas is available at the site and is provided by the Southern California Gas Company through underground gas mains.

Existing Energy Consumption

The project site was previously occupied by an aluminum and titanium extrusion and forging production facility, which consumed large loads of electricity and natural gas during operation. Presently, the project site is vacant. Therefore, the site does not currently use any electrical power or natural gas.

Energy Efficiency Standards

The energy consumption of new buildings in California is regulated by the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations.[43] The efficiency standards apply to new construction of both residential and non-residential buildings, and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The building efficiency standards are enforced through the local building permit process.

Compliance with Title 24 can be achieved through either a "performance" or a "prescriptive" approach at the option of the developer. In the performance compliance approach, a building

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[43] The State Building Energy Efficiency Standards are contained in the California Code of Regulations, Title 24, Part 2, Chapter 2-53. Enforcement of Title 24 standards is addressed in the California Code of Regulations, Title 20, Chapter 2, Subchapter 4, Article 1.

BOE-C6-0115892

must be designed to consume no more energy than specified in the appropriate energy "budget." The energy budget is based on building type and size, and the climatic zone in which it is located. In the prescriptive compliance approach, a building must comply with design requirements that have been determined to achieve building designs that meet the applicable energy budgets. In that approach, the builder can choose from a variety of alternative component packages which specify features such as insulation, glazing, lighting, shading, and water and space heating systems.

There are also certain mandatory requirements that must be fulfilled under both compliance approaches. These include installation of certified insulating material, specifications for minimum piping insulation, use of certified appliances, and specifications for ventilation systems, water heating systems, and lighting controls.

ENVIRONMENTAL IMPACTS

Construction of the project would require an initial investment in energy. Building operation and project-related motor vehicle trips would consume energy throughout the life of the project.

Construction

Construction of the Harbor Gateway Retail Center project would require both direct and indirect expenditures of energy. Direct energy is directly consumed by an activity. For example, the refined petroleum products needed to operate construction equipment would be a direct energy expenditure. Indirect energy is consumed through sectors that provide inputs to an activity, rather than energy consumed by the activity itself. For example, the use of a steel beam in construction indirectly represents energy consumed in all of the industries that contributed to the production of the beam (e.g., energy consumed through mining and extraction of raw materials, manufacturing, and transportation). Indirect energy typically represents about three-quarters of total construction energy, while direct energy represents about one-quarter of total construction energy.[44]

Energy would be consumed during site preparation for grading operations and material transfer by heavy-duty equipment. These vehicles are usually diesel-powered and may be used during

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[44] B. Hannon, et al., "Energy and Labor in the Construction Sector," Science, 1978, 202: 837-847

BOE-C6-0115893

both site preparation and construction phases. Energy would also be consumed in the operation of haul trucks used to transport fill materials to the project site and construction debris to the designated landfill.

Construction of the proposed project would require approximately 761.4 trillion BTUs of direct energy.[45] British thermal units (BTU) are units of heat energy. One BTU is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit. All forms of energy can be converted to heat energy. BTU values used in this analysis are "at-source" values, which means that energy used in producing and transporting the various types of energy is included as well as the actual energy content. For example, the at-source energy value of electricity includes losses in energy that occur during the generation and transmission of electricity, and the at-source energy value of gasoline includes energy consumed through extraction, refining, and transportation of the fuel.

Operation

Building Energy Consumption. The Harbor Gateway Retail Center project would be designed in compliance with the requirements of the State Building Energy Efficiency Standards (Title 24). The total annual building energy consumption for the project is estimated to be 13.2 million kWh of electrical power and 28.2 million cubic feet of natural gas (see Appendix F for energy calculations).[46]

Consumption of electric power and natural gas results in emissions of air pollutants from stationary sources. These emissions are quantified in Section IV.B., Air Quality.

Transportation Energy Consumption. The proposed project would generate approximately 27,480 vehicle trips per day, which are equivalent to approximately 145,090 vehicle miles per day. Using a 1998 composite fuel consumption rate of 18.627 miles per gallon,[47] fuel

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45 Based on energy consumption factor of 940,000 BTU/square foot for retail space from Hannon, B., et al. This factor was generated from the model developed by the Energy Research Group at the University of Illinois. The breakdown of this factor by energy type is not available.

46 Based on energy consumption factors contained in SCAQMD's *CEQA Air Quality Handbook*, April 1993.

47 California Department of Transportation, Division of Transportation Planning, *California Motor Vehicle Stock, Travel, and Fuel Forecast*, December 1988.

BOE-C6-0115894

consumption for the project is estimated to be approximately 7,790 gallons per day or 2,842,990 gallons per year.

CUMULATIVE IMPACTS

Implementation of the proposed project and cumulative projects would increase energy consumption by approximately 71.1 million kWh of electricity, 214.4 million cubic feet of natural gas, and 15.5 million gallons of vehicular fuel annually (see Appendix F for energy calculations). Despite mitigation measures, the implementation of the project along with all of the cumulative projects would continue to result in a significant increase in the demand for non-renewable resources.

MITIGATION MEASURES

The following measures shall be required, subject to the satisfaction of the Department of Building and Safety:

- Compliance with Title 24, established by the California Energy Commission regarding energy conservation standards. The standards relate to insulation features that shall be incorporated into the design of the proposed project.

- Consultation with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures that could be incorporated into the design of the project.

- Ensure that buildings are well-sealed to prevent outside air from infiltrating and increasing interior space conditioning loads. Design building entrances with vestibules to restrict infiltration of unconditioned air and exfiltration of conditioned air.

- Finish exterior walls with light-colored materials with high emissivity characteristics to reduce cooling loads. Finish interior walls with light-colored materials, except where dark colors are preferable for aesthetic effect, to reflect more light and thus increase lighting efficiency.

- Design window systems or use other means to reduce thermal gain and loss and thus cooling loads during warm weather and heating loads during cool weather.

- Install fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible.

- Install high-efficiency lamps for all loading and unloading docks and parking area lighting to reduce electricity consumption.

BOE-C6-0115895

- Recycle lighting system heat, for space heating during cool weather. Exhaust lighting system heat from the buildings, via ceiling plenums, to reduce cooling loads in warm weather.

- Install low- and medium-static-pressure terminal units and ductwork to reduce energy consumption by air distribution systems.

- Cascade ventilation air from high-priority areas to low-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors to mechanical spaces before being exhausted.

- Install high-efficiency air conditioning controlled by a computerized energy-management system in the retail spaces which provides the following:

    - A variable air-volume system which results in minimum energy consumption and avoids hot water energy consumption for terminal reheat;

    - A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;

    - Sequentially staged operation of air-conditioning equipment in accordance with building demands; and

    - The isolation of air conditioning to any selected floor or floors.

- Consider the applicability of the use of thermal energy storage to handle cooling loads.

- A performance check of the installed space-conditioning system should be completed by the developer/installer prior to issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the project operate as designed.

- Install thermal insulation in walls and ceilings which exceeds requirements established by the California Code of Regulations.

- Install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.

- Incorporate windowless walls or passive solar inset of windows into the project for appropriate exposures.

- Design project to focus pedestrian activity within sheltered outdoor areas.

- Use natural ventilation wherever possible.

BOE-C6-0115896

ADVERSE EFFECTS

Buildout of the Harbor Gateway Retail Center project would result in the consumption of approximately 13.2 million kWh of electricity, 28.2 million cubic feet of natural gas and 2.8 million gallons of vehicular fuel annually. Energy at the site would be sufficiently provided by LADWP and the Gas Company; both agencies do not anticipate any significant impact on their services.

J. PUBLIC UTILITIES

1. Power

(See Section J. Energy Conservation)

2. Natural Gas

(See Section J. Energy Conservation)

3. Water

ENVIRONMENTAL SETTING

The project site was previously occupied by an aluminum company, which consumed large quantities of water. The project site, which is vacant, does not currently use any water. The project site is served by an 8-inch water main operated by the Los Angeles Department of Water and Power (LADWP) on the north side of 190th Street, which has a maximum of 3,000 gallons per minute available. There are no LADWP mains in Western Avenue.[48] The site is also serviced by Dominguez Water Corporation, which operates a 16-inch water main in Western Avenue extending from Del Amo Boulevard up to 195th Street. This water main has a maximum of 5,000 gallons per minute available.[49]

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[48] William W. Glauz, Director of Environmental Assessment, Los Angeles Department of Water and Power, NOP response letter dated February 1, 1996.

[49] John R. Foth, Manager of Construction, Dominguez Water Corporation, letter to ESA, February 13, 1996.

BOE-C6-0115897

Typically, 75% of the City of Los Angeles' water is from the Los Angeles-Owens River Aqueduct, 15% is from local groundwater sources and 10% is purchased from the Metropolitan Water District (MWD). These proportions are not typical during periods of drought, such as the recently-ended drought, when MWD water makes up the majority of water supplies. MWD's ability to deliver water to Southern California has the potential to be severely affected by an extended drought, and more stringent water conservation measures during drought periods are anticipated. Currently, water conservation measures have been lifted.

According to Dominguez Water Corporation, 50% of its water comes from its 14 wells and 50% is purchased from MWD.[50]

ENVIRONMENTAL IMPACTS

The LADWP indicates the impact of this project on the domestic water supply cannot be determined without specific flow demands. However, it appears that normal domestic demand for the proposed project can be met since system planning has taken this type of development into account in the design of water facilities.

Although the City does not face a water shortage in terms of water rights and entitlement, there is still a need to conserve water as a valuable natural resource. Statewide drought conditions in recent years dramatically illustrated the need for water conservation in periods of water shortage. However, water should be conserved in southern California even in years of normal climate because electrical energy is required to deliver supplemental MWD water supplies to the City and the rest of southern California. Conservation of water will minimize purchases from MWD and contribute to the national need for energy conservation.

As mandated by City Council Ordinance 163,532, the project would be required to include ultra low-flow toilets, urinals, taps and showerheads to reduce water consumption. Plumbing fixtures which reduce potential water loss from leakage due to excessive wear of washers would be selected. Sprinklers for landscaping would be turned on only during nighttime or early morning hours.

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[50] Ibid.

BOE-C6-0115898

The Harbor Gateway Retail Center project would require an estimated 132,680 gallons of water per day or 48.43 million gallons of water annually (see Appendix G). According to Dominguez Water Corporation, this consumption rate translates to between 300 to 500 G.P.M., which is well under its 5,000 G.P.M. water supply capability.[51]

The Department of Water and Power and Dominguez Water Corporation currently have no plans for system improvements in the vicinity of this project. Off-site water system adjustments may be needed to fulfill on-site fire-flow requirements (6,000 G.P.M.), as set by the Los Angeles Fire Department, and street improvement requirements for this project. Should the water requirement be greater than the available capacity of the existing distribution facility, special arrangements must be made with the Department of Water and Power to enlarge the supply line. Additionally, Dominguez Water Corporation may need to install additional water mains to create a "looped" or circulating system to meet fulfill the fire-flow requirement.[52] Local infrastructure improvements may be necessary for the projects within the one-mile radius of this project. Supply main enlargement would cause short-term impacts on the environment due to construction activities.

CUMULATIVE IMPACTS

Cumulative development could result in a demand for about 481.08 million gallons of water annually (see Appendix G).

Cumulative development in addition to the Harbor Gateway Retail Center project could result in a demand for approximately 529.51 million gallons of water annually (see Appendix G).

MITIGATION MEASURES

- The project shall comply with the City's Water Conservation Regulations defined in Ordinance No. 165,004 (Ordinance No. 163,532 has been amended by Ordinance 164,093 and 165,004). As mandated by the City Los Angeles Ordinance No. 165,004, the project shall include ultra-low flush toilets, taps and showerheads to reduce water consumption. Plumbing fixtures which reduce potential water loss due to excessive wear of washers shall be selected. Automatic sprinklers for landscaping shall be set to irrigate landscaping during nighttime or early morning hours to reduce water loss from evaporation. Sprinklers shall be reset to water less often in cooler months and during the rainfall season so that water is not wasted by excessive landscape irrigation.

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51 Ibid.

52 Ibid.

BOE-C6-0115899

- In compliance with the Xeriscape Ordinance (No. 165,004), drought tolerant landscaping shall be used on the site (landscape plan to be approved by Department of City Planning).

- Reclaimed water shall be investigated be investigated as a source to irrigate large landscaped areas.

- Recirculating hot water systems shall be installed to reduce water waste in long piping systems where water must be run for considerable periods before hot water is received at the outlet.

- The project shall comply with Fire Department requirements, including a fire flow of 6,000 gallons per minute and adequate flow for the project itself. Design of such improvements as may be required shall be to the satisfaction of the Department of Water and Power.

ADVERSE EFFECTS

Development of the proposed Harbor Gateway Retail Center project would generate an increase in demand of approximately 132,680 gallons of water per day or 48.43 million gallons of water annually.

4. Sewage

ENVIRONMENTAL SETTING

The County Sanitation Districts of Los Angeles County currently maintains two trunk sewer lines in 190th Street, which turns south in Normandie Avenue, and underneath the railroad tracks on-site running north to south prior to turning west in Del Amo Boulevard.[53]

The project site was previously occupied by an aluminum production facility and generated large quantities of sewage. The project site is currently vacant and does not presently generate any sewage.

ENVIRONMENTAL IMPACTS

The Harbor Gateway Retail Center project would have an average wastewater flow rate of approximately 115,380 gallons per day (gpd) or 42.11 million gallons annually (see Appendix G).

[53] Alan Hashimi, County Sanitation Districts of Los Angeles, telephone consultation, February 13, 1996.

BOE-C6-0115900

According to the County Sanitation Districts, if there are no lateral connection to the trunk lines already in place from the previous uses of the project site, the project may have to pay the required connection fee prior to issuance of permit to connect to the trunk sewers. The Sanitation Districts are empowered by the California Department of Health and Safety Code to charge a fee for the privilege of connecting to the Sanitation Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected to the sewer lines. A connection fee is required in order for necessary expansion of the Sewerage System can be constructed to accommodate new development, such as the proposed project.

CUMULATIVE IMPACTS

The cumulative projects listed in Chapter III, Table 1, are estimated to generate 342.02 million gallons of sewage per year (see Appendix G). This would add an additional increase to the volume of wastewater currently treated at existing wastewater treatment facilities.

Cumulative development in addition to the Harbor Gateway Retail Center project could result in the generation of wastewater flow of approximately 384.13 million gallons annually.

MITIGATION MEASURES

- The project shall comply with requirements of the City's Sewer Ordinance No. 164,964, and any subsequent ordinances.

- The California Regional Water Quality Control Board requires that a written confirmation be obtained from the Planning and Scheduling Department, Bureau of Engineering, stating that there will be available sewage treatment capacity at the time of connection. A copy of this letter shall be sent to the RWQCB prior to issuance of a Building Permit.

- A dual plumbing system shall be installed to feed into a city-wide conveyance system for non-drinking water uses (landscaping) subject to approval of the Department of Public Works and County Department of Health Services conditions. This system shall be constructed when a non-drinking water line is installed adjacent to the site.

ADVERSE EFFECTS

The proposed Harbor Gateway Retail Center project would generate approximately 115,380 gallons of sewage per day or 42.11 million gallons annually which would incrementally add to

BOE-C6-0115901

the adverse cumulative impact anticipated for existing wastewater treatment plants processing wastewater generated by development in the project area.

5. Storm Drains

ENVIRONMENTAL SETTING

Pursuant to the Clean Water Act, Federal regulations declared by the EPA on November 16, 1990, require storm water discharges be authorized by National Pollution Discharge Elimination System (NPDES) permits to protect water quality of federal and state waters. An NPDES permit was issued for the site during the operation of the aluminum extrusion facility. This permit was rescinded in 1992 when operation of the facility ended, and the site was allowed to be maintained under a General Statewide Storm Water Permit. A Notice of Intent was filed for the demolition of the existing structures on the project site. A Notice of Termination of the storm water permit will be required at the completion of site clearance.[54]

Channelized storm drains exist on the northerly and easterly edges of the project site. The northerly drainage structure is an open channel, while the drainage structure on the east is a culvert with local openings for cleanouts and inlets. Drainage is by sheetflow along the existing contours to the existing storm drains.[55]

ENVIRONMENTAL IMPACTS

Since this project includes construction activity that will disturb over five acres of land, the project sponsor must apply for a Notice of Intent to Construct from the Regional Water Quality Control Board.

Storm water characteristics are not expected to be altered by development activities. However, some alterations to existing drainage patterns could occur. The project would involve developing a surface design to carry surface runoffs toward the existing storm drain system. Approximately

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54 Gary Shultz, Regional Water Quality Control Board (Los Angeles Region), telephone consultation, January 12, 1996.

55 Jerry Kovacs and Associates, Inc., *Geotechnical Engineering Investigation, Proposed Regional Shopping Center, Southwest Corner of 190th Street and Western Avenue, Torrance, California for Martin Marietta Corporation*, June 9, 1995.

BOE-C6-0115902

70.9 cubic feet per second (cfs) would be directed easterly to an existing storm drain running along the eastern boundary of the project site, and approximately 107.5 cfs would be directed northerly toward two storm drains along 190th Street.[56]

CUMULATIVE IMPACTS

No significant cumulative impacts on stormwater drainage, hydrology and water quality are anticipated from implementation of the proposed project and other related projects in the vicinity.

MITIGATION MEASURES

- Project must adhere to the recommendations of the geotechnical report and Grading Division of the Department of Building and Safety for foundation, excavation, and subdrain system, etc.

- The project must comply with the requirements of an NPDES permit for storm water discharge and with guidance and policies of the Regional Water Quality Control Board, EPA, and local agencies.

ADVERSE EFFECTS

With implementation of the mitigation measures, no adverse effects are anticipated to result from the proposed project.

6. Solid Waste

ENVIRONMENTAL SETTING

Solid waste generated by the project would be collected by private haulers. Commercial waste currently generated in the project vicinity is likely disposed of at one of the following landfills: Bradley West, BKK, Azusa Western, and El Sobrante Landfills. According to the County Sanitation Districts of Los Angeles, all of these landfills, except the El Sobrante Landfill, could close within the next five years due to permit restrictions and/or utilization of remaining capacity. Table 24 presents the permitted daily capacity of each landfill.

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[56] C.W. Cook Company, *Hydrology Study for South Bay Power Center*, January 9, 1996.

BOE-C6-0115903

TABLE 24: LANDFILLS POTENTIALLY SERVING THE PROJECT SITE

Facility/Location	Operator	Permitted Daily Capacity (Tons)
Bradley West Landfill City of Los Angeles in Sun Valley	WMX Technologies, Inc.	7,000
BKK Landfill City of West Covina	BKK Corporation	12,000
Azusa Western Landfill City of Azusa	Browning Ferris Industries	6,500
El Sobrante Landfill Riverside County	Western Waste Industries	2,000

SOURCE: Mr. Robert G. Asgian, Civil Engineer, Solid Waste Management Department, County Sanitation Districts of Los Angeles County, letter to ESA dated September 21, 1995.

The project site was previously occupied by an aluminum production facility, which generated large quantities of solid waste. The project site is currently vacant. Therefore, existing land use does not presently generate any solid waste.

ENVIRONMENTAL IMPACTS

The Harbor Gateway Retail Center would generate approximately 4,050 pounds of solid waste per day or 739.13 tons annually. It is anticipated that private haulers can adequately service the project site. However, the County of Los Angeles is facing a serious disposal crisis, both in terms of the daily capacity and long-term disposal capacity available, that requires every effort to minimize the amount of wastes generated. Any new development, including the proposed project, would exaccerbate the situation.

BOE-C6-0115904

CUMULATIVE IMPACTS

Cumulative development would generate approximately 65,300 pounds per day or 11,726 tons per year of solid waste (see Appendix G). This increase in solid waste generation would have a significant impact on regional landfill capacity.

Cumulative development in addition to the Harbor Gateway Retail Center project would result in the generation of approximately 69,350 pounds of solid waste per day or 12,465 tons per year.

MITIGATION MEASURES

- The project shall comply with the City of Los Angeles Integrated Waste Management Plan prepared pursuant to AB939 which requires cities in California to reduce solid waste generated by 25% in 1995 and 50% in 2000 by implementing a recycling program to reduce the volume of solid waste generated by project.

- Recycling shall be included in the design of the project by reserving space for facilities to support recycling, such as adequate storage area and access for recycling vehicles. The proposed project shall incorporate storage and collection of recyclables into the project design. Additionally, refuse collection contract shall include collection of recyclables.

- All occupants shall be encouraged to recycle, at a minimum, newspaper, glass, bottles, and aluminum and bimetal cans.

ADVERSE EFFECTS

The development of the Harbor Gateway Retail Center project would increase the amount of solid waste generated from the site by an estimated 4,050 pounds of solid waste per day or 739.13 tons per year, which would contribute to the ultimate exhaustion of the lifespan of Bradley West, BKK, Azusa Western, or El Sobrante Landfill, which would result in a significant impact.

BOE-C6-0115905

V. SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGE THAT WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

The project site is currently vacant; most of the structures on the site have been demolished, with demolition and clearing activities continuing. Historically, the site was the location of an aluminum extrusion facility, dating back to World War II. The project site is located in a historically industrial area, with residential areas located south of the site and north of the San Diego Freeway (I-405). This area has been in transition to light industrial and office uses for several decades; the conversion of this site to commercial retail uses would be a departure from this transition. While the development of the proposed project would preclude the use of the site for industrial uses in the short-term to mid-term, no General Plan Amendment or zone change is proposed, and the site would remain designated for industrial uses. Because both the zone and the plan designations would remain industrial, it is possible that some of the structures in this project, though built for commercial/retail uses, may be used for industrial purposes at some point in time.

Implementation of the proposed project would result in the development of a retail shopping center complex with approximately 810,000 square feet of total building area. Such development would require the consumption of quantities of natural resources such as building materials and fossil fuels for building operation and project-generated vehicular traffic. These resources are non-renewable. Traffic generated by the future development would contribute to increased congestion on local roadways and increased emissions of air pollutants.

BOE-C6-0115906

VI. GROWTH INDUCING IMPACTS OF THE PROPOSED ACTION

A. HOW THE PROJECT COULD FOSTER GROWTH

Implementation of the proposed project would result in the development of a retail shopping center complex with approximately 810,000 square feet of total building area. The retail shopping center complex would consist of 15 major retail buildings which total approximately 792,000 square feet, including a 55,000-square foot, 3,500-seat motion picture theater and a 52,725 square-foot supermarket, two shop buildings which total approximately 9,000 square feet, and three restaurant pad buildings which total 9,000 square feet.

Development of the site would create short-term development-related growth during its construction period. Demand for building materials, equipment and work crews would be created. These construction workers would be expected to purchase goods and services in the Los Angeles region, contributing to secondary employment, known as the multiplier effect.

Tenants of the proposed project would include major retailers expanding their presence in southern California, as well as smaller, community-oriented establishments. The majority of the employment generated by the project would be non-skilled labor, and could be served by the local labor force. The increase in employment at the project site, therefore, would not be anticipated to result in any increase in population. Rather, the project would provide increased employment opportunities for the existing local population.

B. CUMULATIVE DEVELOPMENT IMPACTS

Implementation of the proposed project would contribute to the contribute to the cumulative transition of the area from industrial uses to more diversified uses. Cumulative development in the project area includes 572 units of residential development, approximately 2.7 million sq. ft. of retail uses (in addition to the proposed project), 380,000 sq. ft. of office space, 125 hotel rooms, a 54,000 sq. ft. supermarket, a 190,000 sq. ft. shopping center, a 12,000 sq. ft. church, a fast-food outlet, a car wash, 99,800 sq. ft. of manufacturing uses, a 62,000 sq. ft. self storage facility and 127,000 sq. ft. of light industrial uses.

BOE-C6-0115907

In addition to the projects identified above, another major commercial development is being contemplated for the McDonnell Douglas site, adjacent to the project site. The proposed project is a retail center and office/industrial park on a 170-acre site currently occupied by approx. 2.4 million square feet (sf) of industrial warehouse buildings which will be demolished over time. The first phase consists of 450,000 sf of retail development and 2,200 parking spaces. The retail space may include up to 30,000 sf of restaurants and a theater complex with up to 4,000 seats. The second and third phases includes an estimated 1.3 million and 1.2 million sf, respectively, of office/industrial park space, for a total net new development of approximately 550,000 sf. In combination with the proposed project, the McDonnell Douglas development would intensify the introduction of commercial retail uses to the historically industrial area, and the departure from the area's transition to light industrial and office uses.

The most readily observable environmental impact resulting from cumulative development in the area would be on traffic and transportation systems. As a direct result of increased traffic, air quality in the Los Angeles Basin would continue to deteriorate. Cumulative development would also result in depletion of non-renewable resources such as energy and construction materials. Cumulative development for public services and utilities would increase, possible requiring expansion of the municipal infrastructure. As a result of local population growth, demand for housing and for consumer goods and services would increase. A complete discussion of cumulative impacts is included in the cumulative effects sections of Chapter IV.

BOE-C6-0115908

VII. MITIGATION MONITORING PROGRAM

Effective January 1, 1989, the California Environmental Quality Act (CEQA) was amended to add Section 21081.6, implementing Assembly Bill (AB) 3180.

As part of CEQA (State-mandated) environmental review procedures, AB 3180 requires a public agency to adopt a mitigation monitoring and reporting program for assessing and ensuring efficacy of any required mitigation measures applied to proposed developments. As stated in Section 21081.6 of the Public Resources Code:

> "... the public agency shall adopt a reporting or monitoring program for the changes to the project which it has adopted, or made a condition of project approval, in order to mitigate or avoid significant effects on the environment."

AB 3180 provides general guidelines for implementing monitoring and reporting programs. Specific reporting and/or monitoring requirements to be enforced during project implementation shall be defined prior to final approval of the project proposal by the responsible decisionmaker(s). In response to established CEQA requirements and those of AB 3180 (Public Resources Code Section 21000 et seq.), the proposed mitigation monitoring program shall be submitted to the Planning Department for consideration prior to completion of the environmental review process to enable the decisionmaker's appropriate response to the proposals.

The proposed program should be included in the Draft Environmental Impact Report (DEIR) to allow public circulation of the proposal; a mitigation monitoring program must be provided as part of the Final EIR.

The proposed monitoring program is attached as Appendix B to this Environmental Impact Report. Specific elements of the program are defined within the appendix.

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to certification of the Environmental Impact Report. The following language shall be incorporated as part of the decisionmaker's Findings of Fact in response to AB 3180, and in compliance with requirements of the Public Resources Code.

BOE-C6-0115909

1. In accordance with section requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the Building and Safety decision-maker shall make the following additional findings;

   a) that a mitigation reporting and monitoring program shall be implemented as specified in the final decision relative to the subject project;

   b) that through covenant and agreement, prior to the issuance of the demolition permit, the applicant shall identify an appropriate licensed professional to provide certification that compliance with the required mitigation measures has been effected;

   c) that an accountable enforcement agency and monitoring agency shall be identified for mitigation measures/conditions adopted as part of the decisionmaker's final determination.

BOE-C6-0115910

VIII. ALTERNATIVES TO THE PROJECT

The following section presents an analysis of alternative development schemes for Harbor Gateway Retail Center including summaries of the various impacts related to each alternative.

A. NO PROJECT:

The proposed project would not be implemented and the existing vacant lot, with the two 120-foot tall towers, would remain.

B. REDUCTION IN SHOPPING CENTER SQUARE FOOTAGE:

This alternative assumes that the square footage of the retail component of the project is reduced by 20%, but the theater component remains the same as the proposed project.

C. PROPOSED SHOPPING CENTER WITHOUT THEATERS

This alternative deletes the theater component from the project but leaves the retail component with the same square footage as the proposed project.

D. OFFICE ALTERNATIVE:

Under this alternative, the 67.43 acre site would be developed with several mid or high rise office buildings similar to others in the project vicinity. This alternative assumes 1.0 million square feet of general office development, potentially in four buildings of 250,000 square feet.

E. INDUSTRIAL PARK ALTERNATIVE:

Under this alternative, the site would be developed at the density of 0.5 Floor Area Ratio (FAR), one third of the allowable 1.5 FAR. Under this assumption, the 67.43 acre site could be developed with 1.56 million square feet of light industrial park type development.

BOE-C6-0115911

F. ENVIRONMENTALLY SUPERIOR ALTERNATIVE:

The "No-Project" alternative would be the environmentally superior alternative. When the no-project alternative is found to be the environmentally superior alternative, CEQA requires another alternative must also be identified as being environmentally superior. Because it has fewer impacts in nearly all areas, the allowable buildout alternative, Alternative B, would be the environmentally superior alternative.

A. NO PROJECT

Under the no-project alternative, the Harbor Gateway Retail Center project would not be constructed. New office space, retail space, residential units, recreation facilities and parking would not be provided on the site. The existing parking lots on the site would remain.

The Harbor Gateway District Plan designates the site as Heavy Industry. Property to the north is designated as Light Industrial, and properties to the east and south are designated as Heavy Industry. Properties to the west of the site is designated by the City of Torrance General Plan as Industrial/Business Park.

Environmental Impacts

Under the "no-project" alternative, the environmental characteristics would be generally the same as described in the setting sections of Chapter IV.

Because the proposed excavations would not occur, no earth would be exported from the site, and no change in storm water runoff rates or quality would occur.

While the project's contribution to increased traffic flow would not occur, cumulative development would cause a degradation of the level of service of all area intersections. The need to improve area circulation is a future implication whether or not the project site is developed.

No new impacts would be expected in the areas of Grading and Geologic Hazards, Air Quality, Noise, Visual Quality, Aesthetics, Land Use, Public Services, Energy, Utilities, and Risk of Upset. No new parking or access demand would be created.

BOE-C6-0115912

Relationship to Objectives

The "no-project" alternative is an alternative without any development of the site. The applicant's objectives of enabling the City of Los Angeles to become more competitive with adjoining cities for commercial development and addressing the demand for community services in the Harbor Gateway area, such as supermarkets, would not be met.

B. REDUCTION IN SHOPPING CENTER SQUARE FOOTAGE:

This alternative assumes that the square footage of the retail component of the project is reduced by 20%, but the theater component remains the same as the proposed project. Approximately 659,000 sq. ft. would be developed under this alternative, including 586,000 sq. ft. of retail, a 55,000 sq. ft. theater, two shop buildings, and three restaurant buildings.

In general, environmental impacts associated with implementing the proposed project would be reduced proportionately. These include traffic generation, air pollution emissions, grading, utility and energy usage, noise, population, and the demand for public services.

Because it would result in fewer environmental impacts, this alternative is considered environmentally superior to the proposed project and environmentally superior to all of the other alternatives except the no project alternative.

Environmental Impacts

Grading and Geologic Hazards:

Grading for this alternative would be similar to the proposed project. Demolition debris will not be encountered on-site during construction since the site would be completely cleared prior to project development. All concrete materials will be crushed and re-used for the project. As with the proposed project, this alternative would need to import approximately 100,000 cubic yards of materials to fill the site.

As with the proposed project, excavation would be limited to no more than five feet in depth. No impacts to groundwater is anticipated to occur as it would not be encountered during excavation activities.

BOE-C6-0115913

The location of this alternative is the same as that of the project and would be exposed to the same seismic events as would the proposed project. The impacts associated with strong ground shaking and the seismic safety of buildings on the site would be less for this alternative than for the proposed project because the concentration of buildings and people on the site would be less.

Air Quality:

Construction-related emissions, under this alternative, were estimated using emission factors given in the *CEQA Air Quality Handbook*. Estimated emissions during the entire construction period would be approximately 66,921 lbs of CO, 20,943 lbs of ROC, 307,733 lbs of NO_x, and 21,852 lbs of PM_{10}. These emissions are approximately 18 percent less than the total construction emissions associated with the development of the proposed project. The average daily emissions during construction are estimated to be 257.39 lbs of CO, 80.55 lbs of ROC, 1,183.59 lbs of NO_x, and 84.05 lbs of PM_{10}. As with the proposed project, these estimated emissions would not exceed SCAQMD threshold limits for all the criteria pollutants except for ROC and NO_x.

Under this alternative, air pollution emissions from vehicular sources and potential toxic air emissions from the site would be less in comparison to the proposed project. This alternative would generate approximately 23,452 daily trips (123,827 vehicle miles per day), 4,028 fewer daily trips than the proposed project. With 15 percent less daily trips generated, this alternative would be expected to have less of an impact on air quality than the proposed project. Estimated daily emissions from stationary and mobile sources include approximately 4,073 pounds of CO, 342 pounds of ROC, 276 pounds of NO_x, and 30 pounds of PM_{10}. At area intersections, this alternative would contribute lower concentrations of CO to local levels than the project as currently proposed. However, as with the proposed project, this alternative would not be consistent with the AQMP as its operation would result in the exceedance of the CO, ROC, and NO_x threshold limits.

Noise

As with the proposed project, construction of new facilities would generate construction phase and operational noise impacts at sensitive receptors adjacent to the site. The noise impacts due to construction may be slightly less because this alternative would have less construction activities, due to its reduced scale. The alternative would generate 23,452 daily trips as compared to the project's 27,480 daily trips. Traffic generated under this alternative would increase ambient noise

BOE-C6-0115914

levels in the vicinity; however, this increase would be lower than the increase resulting from traffic generated by the proposed project.

Aesthetics:

The construction of this alternative would result in similar visual impacts and light glare in comparison to the proposed project. Although the scale of the retail development would be reduced, the 120-foot monument sign would remain as the project's main feature. Ambient light would increase in the area, but less than with the project. Nighttime illumination of the new buildings for this alternative would have less of an impact than the nighttime illumination for the proposed project.

Land Use:

This alternative would have similar land use impacts as the proposed project. The alternative would result in a total of 659,000 sq. ft. of commercial retail uses, as compared to the project's 810,000 sq. ft. The alternative's uses would be broken down as follows: 586,000 sq. ft. of retail, a 55,000 sq. ft. theater, two shop buildings, and three restaurant buildings. As with the proposed project, this alternative would conform with the existing zoning and General Plan Land Use Designations for the project site: Discretionary actions would include the issuance of a building permit and Conditional Use Approval (required for all commercial/office developments which have over 100,000 square feet of non-residential/non-warehouse floor area. As with the project, the alternative would be designed to comply with parking requirements of the Zoning Code. This alternative would represent a decrease in the overall intensity of development on the site of approximately 18% as compared to the proposed project. However, the alternative would still represent a departure from the transition of the historically industrial area to office/business park uses.

Human Health/Risk of Upset:

As with the proposed project, all soil remediation activities would be conducted prior to construction of this alternative. Therefore, public exposure to hazardous materials and/or wastes associated with the existing contamination on-site during project construction is not anticipated to occur. Similarly, this alternative would not involve uses that would utilize large quantities of hazardous materials or generate hazardous wastes. The use of hazardous materials would be limited to the chemicals contained in paints and cleaning solutions for maintenance of buildings,

BOE-C6-0115915

including public facilities. Thus, impacts associated with human health/risk of upset would be similar to the proposed project, but slightly less due to the reduced population present on the site.

Transportation and Circulation:

The trip generation comparison shows that this Alternative would generate approximately 471 trips on the roadway system during the AM peak period and 2,264 trips during the PM peak period. Compared to the proposed project, the 20% reduction alternative would generate approximately 88% of the proposed project trips during the AM peak and 86% during the PM peak. This alternative would impact 13 intersections, in comparison to the 22 for the proposed project.

Since there would be less traffic generated by this alternative overall, queuing and turning conflicts caused by this alternative would decrease. Under this alternative, not all of the proposed transportation mitigation measures the applicant is proposing would be implemented.

Public Services:

Fire protection services in the project area are currently inadequate. Any development at the site would increase the already overburdened demand for fire protection services. As for the other project alternatives, cumulative development would continue to have a major impact on public services. Due to the reduced scale of this alternative, impacts should be less under this alternative compared to the proposed project. Additional police officers may be required and a cumulative impact on fire protection would occur. The proposed project would impact the same services as this alternative, but its level of impact would be greater because of the larger scale of the proposed project. As with the proposed project, this alternative would have a significant adverse impact on public services.

Energy Conservation:

The primary impact on energy resources would be the consumption of non-renewable energy resources during construction and energy for operation of this alternative. Energy would be consumed during the alternative project's site preparation for grading operations and material transfer by heavy-duty equipment, but less than the project.

BOE-C6-0115916

This alternative would consume approximately 8.7 million kWh per year of electrical power and 22.9 million cubic feet of natural gas per year. This compares to the 13.2 million kWh per year of electrical power and 28.2 million cubic feet of natural gas demand projected for the proposed project. As with the proposed project, this alternative would not have a significant adverse impact on energy.

Public Utilities:

Impacts on utilities (water supply, sewer, storm drains, and solid waste) would be less under this alternative than the project due to less intensive development. Approximately 42.09 million gallons of water would be required annually by this alternative. Approximately 36.6 million gallons of sewage and 1.2 million pounds of solid waste would be generated annually. The project in comparison would generate a demand for approximately 48.43 million gallons of water, 42.11 million gallons of sewage, and 1.48 million pounds of solid waste. As with the proposed project, no impacts on storm drains would be anticipated. This alternative and the project would both have a significant adverse impact on landfills.

Relationship to Objectives:

This alternative would provide similar commercial retail services at a smaller scale than the proposed project. This alternative would represent a decrease in the overall intensity of development on the site of approximately 18% as compared to the proposed project. The services, amenities, and employment opportunities provided by this alternative would be less in comparison with the project as proposed.

C. PROPOSED SHOPPING CENTER WITHOUT THEATERS

This alternative deletes the theater component from the project but leaves the retail component with the same square footage as the proposed project. Approximately 755,000 sq. ft. of retail uses would be developed under this alternative.

In general, environmental impacts associated with implementing the proposed project would be reduced proportionately. These include traffic generation, air pollution emissions, grading, utility and energy usage, noise, population, and the demand for public services.

BOE-C6-0115917

Environmental Impacts

Grading and Geologic Hazards:

Grading for this alternative would be similar to the proposed project. Demolition debris will not be encountered on-site during construction since the site would be completely cleared prior to project development. All concrete materials will be crushed and re-used for the project. As with the proposed project, this alternative would need to import approximately 100,000 cubic yards of materials to fill the site.

As with the proposed project, excavation would be limited to no more than five feet in depth. No impacts to groundwater is anticipated to occur as it would not be encountered during excavation activities.

The location of this alternative is the same as that of the project and would be exposed to the same seismic events as would the proposed project. The impacts associated with strong ground shaking and the seismic safety of buildings on the site would be less for this alternative than for the proposed project because the concentration of buildings and people on the site would be less.

Air Quality:

Construction-related emissions, under this alternative, were estimated using emission factors given in the *CEQA Air Quality Handbook*. Estimated emissions during the entire construction period would be approximately 76,670 lbs of CO, 23,993 lbs of ROC, 352,562 lbs of NO_x, and 25,035 lbs of PM_{10}. These emissions are approximately 7 percent less than the total construction emissions associated with the development of the proposed project. The average daily emissions during construction are estimated to be 294.88 lbs of CO, 99 lbs of ROC, 1,454.79 lbs of NO_x, and 103.30 lbs of PM_{10}. As with the proposed project, these estimated emissions would not exceed SCAQMD threshold limits for all the criteria pollutants except for ROC and NO_x.

Under this alternative, air pollution emissions from vehicular sources and potential toxic air emissions from the site would be less in comparison to the proposed project. This alternative would generate approximately 25,947 daily trips (137,000 vehicle miles per day), 1,533 fewer daily trips than the proposed project. With 6 percent less daily trips generated, this alternative would be expected to have slightly less of an impact on air quality than the proposed project. Estimated daily emissions from stationary and mobile sources include approximately 4,649

BOE-C6-0115918

pounds of CO, 386 pounds of ROC, 318 pounds of NO_x, and 33 pounds of PM_{10}. At area intersections, this alternative would contribute lower concentrations of CO to local levels than the project as currently proposed. However, as with the proposed project, this alternative would not be consistent with the AQMP as its operation would result in the exceedance of the CO, ROC, and NO_x threshold limits.

Noise

As with the proposed project, construction of new facilities would generate construction phase and operational noise impacts at sensitive receptors adjacent to the site. The noise impacts due to construction may be slightly less because this alternative would have less construction activities, due to its reduced scale. The alternative would generate 25,947 daily trips as compared to the project's 27,480 daily trips. Traffic generated under this alternative would increase ambient noise levels in the vicinity; however, this increase would be lower than the increase resulting from traffic generated by the proposed project.

Aesthetics:

The construction of this alternative would result in similar visual impacts and light glare in comparison to the proposed project. Although the scale of the development would be reduced due to the elimination of the theater, the 120-foot monument sign would remain as the project's main feature. Ambient light would increase in the area, but less than with the project. Nighttime illumination of the new buildings for this alternative would have slightly less of an impact than the nighttime illumination for the proposed project.

Land Use:

This alternative would have similar land use impacts as the proposed project. The alternative would result in a total of 755,000 sq. ft. of commercial retail uses, as compared to the project's 810,000 sq. ft. As with the proposed project, this alternative would conform with the existing zoning and General Plan Land Use Designations for the project site; Discretionary actions would include the issuance of a building permit and Conditional Use Approval (required for all commercial/office developments which have over 100,000 square feet of non-residential/non-warehouse floor area. As with the project, the alternative would be designed to comply with parking requirements of the Zoning Code. This alternative would represent a decrease in the overall intensity of development on the site of approximately 7% as compared to the proposed

BOE-C6-0115919

project. However, the alternative would still represent a departure from the transition of the historically industrial area to office/business park uses.

Human Health/Risk of Upset:

As with the proposed project, all soil remediation activities would be conducted prior to construction of this alternative. Therefore, public exposure to hazardous materials and/or wastes associated with the existing contamination on-site during project construction is not anticipated to occur. Similarly, this alternative would not involve uses that would utilize large quantities of hazardous materials or generate hazardous wastes. The use of hazardous materials would be limited to the chemicals contained in paints and cleaning solutions for maintenance of buildings, including public facilities. Thus, impacts associated with human health/risk of upset would be similar to the proposed project, but slightly less due to the reduced population present on the site.

Transportation and Circulation:

The trip generation comparison shows that this alternative would generate approximately 535 trips on the roadway system during the AM peak period and 2,420 trips during the PM peak period. Compared to the proposed project, the no theater alternative would generate the same number of trips during the AM peak as the proposed project and 92% during the PM peak. This alternative would impact 20 intersections, two less than the proposed project. The elimination of the theaters does not significantly change the project's impacts during the peak commute time periods.

Since there would be slightly less traffic generated by this alternative overall, queuing and turning conflicts caused by this alternative would slightly decrease. Under this alternative not all of the proposed transportation mitigation measures the applicant is proposing would be implemented.

Public Services:

Fire protection services in the project area are currently inadequate. Any development at the site would increase the already overburdened demand for fire protection services. As for the other project alternatives, cumulative development would continue to have a major impact on public services. Due to the reduced scale of this alternative, impacts should be less under this alternative compared to the proposed project. Additional police officers may be required and a

BOE-C6-0115920

cumulative impact on fire protection would occur. The proposed project would impact the same services but its level of impact would be greater because of the larger scale of the proposed project. As with the proposed project, this alternative would have a significant adverse impact on public services.

Energy Conservation:

The primary impact on energy resources would be the consumption of non-renewable energy resources during construction and energy for operation of this alternative. Energy would be consumed during the alternative project's site preparation for grading operations and material transfer by heavy-duty equipment, but less than the project.

This alternative would consume approximately 12.6 million kWh per year of electrical power and 26.3 million cubic feet of natural gas per year. This compares to the 13.2 million kWh per year of electrical power and 28.2 million cubic feet of natural gas demand projected for the proposed project. As with the proposed project, this alternative would not have a significant adverse impact on energy.

Public Utilities:

Impacts on utilities (water supply, sewer, storm drains, and solid waste) would be less under this alternative than the project due to less intensive development. Approximately 45.54 million gallons of water would be required annually by this alternative. Approximately 39.6 million gallons of sewage and 1.38 million pounds of solid waste would be generated annually. The project in comparison would generate a demand for approximately 48.43 million gallons of water, 42.11 million gallons of sewage, and 1.48 million pounds of solid waste. As with the proposed project, no impacts on storm drains would be anticipated. This alternative and the project would both have a significant adverse impact on landfills.

Relationship to Objectives:

This alternative would provide similar commercial retail services at a smaller scale than the proposed project. This alternative would represent a decrease in the overall intensity of development on the site of approximately 7% as compared to the proposed project. The services, amenities, and employment opportunities provided by this alternative would be less in comparison with the project as proposed.

BOE-C6-0115921

D. OFFICE ALTERNATIVE:

Under this alternative, the 67.43 acre site would be developed with several mid or high rise office buildings similar to others in the project vicinity. This alternative assumes 1.0 million square feet of general office development, potentially in four buildings of 250,000 square feet.

In general, environmental impacts associated with implementing the proposed project would be increased proportionately. These include traffic, air pollution emissions, utility and energy usage, noise, and the demand for public services.

Environmental Impacts

Grading and Geologic Hazards:

Grading for this alternative could be similar to the proposed project. Demolition debris would not be encountered on-site during construction since the site would be completely cleared prior to project development. All concrete materials could be crushed and re-used for the project. As with the proposed project, this alternative would need to import earth to fill the site; without a specific grading plan, however, the amount of fill necessary cannot be determined.

Due to the relatively low intensity of this development, excavation could likely still be limited to no more than five feet in depth, as with the proposed project. No impacts to groundwater are anticipated to occur as it would not be encountered during excavation activities.

The location of this alternative is the same as that of the project and would be exposed to the same seismic events as would the proposed project. The impacts associated with strong ground shaking and the seismic safety of buildings on the site would be less for this alternative than for the proposed project because the concentration of buildings and people on the site would be less.

Air Quality:

Construction-related emissions, under this alternative, were estimated using emission factors given in the *CEQA Air Quality Handbook*. Estimated emissions during the entire construction period would be approximately 177,170 lbs of CO, 55,440 lbs of ROC, 814,720 lbs of NO_x, and 57,850 lbs of PM_{10}. These emissions are approximately 115 percent greater than the total construction emissions associated with the development of the proposed project. The average

BOE-C6-0115922

daily emissions during construction are estimated to be 681.42 lbs of CO, 213.23 lbs of ROC, 3,133.54 lbs of NO_x, and 222.50 lbs of PM_{10}. All of these estimated emissions would exceed SCAQMD threshold limits for all the criteria pollutants.

Under this alternative, air pollution emissions from vehicular sources and potential toxic air emissions from the site would be less in comparison to the proposed project. This alternative would generate approximately 8,000 daily trips (81,360 vehicle miles per day), 19,480 fewer daily trips than the proposed project. With 71 percent less daily trips generated, this alternative would be expected to have substantially less of an impact on air quality than the proposed project. Estimated daily emissions from stationary and mobile sources include approximately 1,690 pounds of CO, 137 pounds of ROC, 173 pounds of NO_x, and 20 pounds of PM_{10}. At area intersections, this alternative would contribute lower concentrations of CO to local levels than the project as currently proposed. This alternative would be consistent with the AQMP, as its operation would not result in the exceedance of the any threshold limits.

Noise

As with the proposed project, construction of new facilities would generate construction phase and operational noise impacts at sensitive receptors adjacent to the site. The noise impacts due to construction may be greater because this alternative would have a higher level of construction activities, due to its increased scale. The alternative would generate 8,000 daily trips as compared to the project's 27,480 daily trips. Traffic generated under this alternative would increase ambient noise levels in the vicinity; however, this increase would be substantially lower than the increase resulting from traffic generated by the proposed project.

Aesthetics:

The construction of this alternative would result in substantially different visual impacts and light glare in comparison to the proposed project. The entire character of the development would be changed, and would be consistent with the transition of the historically industrial area to office/business park uses. The office buildings associated with this alternative could be developed with highly-reflective material, and could result in increased daytime glare. Ambient night lighting would increase in the area, but less than with the project. Nighttime illumination of the new buildings for this alternative would have less of an impact than the nighttime illumination for the proposed project.

BOE-C6-0115923

Land Use:

This alternative would have substantially different land use impacts in comparison to the proposed project. The alternative would result in a total of 1.0 million sq. ft. of office uses, as compared to the project's 810.000 sq. ft. of commercial retail uses. As with the proposed project, this alternative would conform with the existing zoning and General Plan Land Use Designations for the project site; Discretionary actions would include the issuance of a building permit and Conditional Use Approval (required for all commercial/office developments which have over 100,000 square feet of non-residential/non-warehouse floor area. As with the project, the alternative would be designed to comply with parking requirements of the Zoning Code. This alternative would represent an increase in the overall intensity of development on the site of approximately 23% as compared to the proposed project. This alternative would be consistent with the transition of the historically industrial area to office/business park uses.

Human Health/Risk of Upset:

As with the proposed project, all soil remediation activities would be conducted prior to construction of this alternative. Therefore, public exposure to hazardous materials and/or wastes associated with the existing contamination on-site during project construction is not anticipated to occur. Similarly, this alternative would not involve uses that would utilize large quantities of hazardous materials or generate hazardous wastes. The use of hazardous materials would be limited to the chemicals contained in paints and cleaning solutions for maintenance of buildings, including public facilities. Thus, impacts associated with human health/risk of upset would be similar to the proposed project.

Transportation and Circulation:

The trip generation comparison shows that this alternative would generate approximately 1,140 trips on the roadway system during the AM peak period and 1,014 trips during the PM peak period. Compared to the proposed project, the office alternative would generate more than double (213%) the number of trips during the AM peak as the proposed project but only 39% of the proposed project's trip during the PM peak. This alternative would impact 15 intersections, seven less than the proposed project, and many of the intersections would be impacted in the AM peak hour as well as the PM peak hour. Since there would be more traffic generated by this alternative during the AM peak hour, queuing and turning conflicts caused by this alternative would increase during that time period.

BOE-C6-0115924

Public Services:

Fire protection services in the project area are currently inadequate. Any development at the site would increase the already overburdened demand for fire protection services. As for the other project alternatives, cumulative development would continue to have a major impact on public services. Due to the reduced scale of this alternative, impacts should be less under this alternative compared to the proposed project. Additional police officers may be required and a cumulative impact on fire protection would occur. The proposed project would impact the same services but its level of impact would be greater because of the larger scale of the proposed project. As with the proposed project, this alternative would have a significant adverse impact on public services.

Energy Conservation:

The primary impact on energy resources would be the consumption of non-renewable energy resources during construction and energy for operation of this alternative. Energy would be consumed during the alternative project's site preparation for grading operations and material transfer by heavy-duty equipment, but less than the project.

This alternative would consume approximately 12.9 million kWh per year of electrical power and 24.0 million cubic feet of natural gas per year. This compares to the 13.2 million kWh per year of electrical power and 28.2 million cubic feet of natural gas demand projected for the proposed project. As with the proposed project, this alternative would not have a significant adverse impact on energy.

Public Utilities:

Impacts on utilities (water supply, sewer, storm drains, and solid waste) would be greater under this alternative than the project. Approximately 73.65 million gallons of water would be required annually by this alternative. Approximately 64.05 million gallons of sewage and 1.56 million pounds of solid waste would be generated annually. The project in comparison would generate a demand for approximately 48.43 million gallons of water, 42.11 million gallons of sewage, and 1.48 million pounds of solid waste. As with the proposed project, no impacts on storm drains would be anticipated. This alternative and the project would both have a significant adverse impact on landfills.

BOE-C6-0115925

Relationship to Objectives:

This alternative would not provide commercial retail services in the project area. The development of office uses on the site would continue the transition of the historically industrial area to office and business park uses; however, this alternative would not address the objective of increasing retail and service amenities in the project area. This alternative would represent an increase in the overall intensity of development on the site of approximately 23% as compared to the proposed project.

E. INDUSTRIAL PARK ALTERNATIVE:

Under this alternative, the site would be developed at the density of 0.5 Floor Area Ratio (FAR), one third of the allowable 1.5 FAR. Under this assumption, the 66.7 acre site could be developed with 1.56 million square feet of light industrial park type development.

In general, environmental impacts associated with implementing the proposed project would be increased proportionately. These include traffic, air pollution emissions, utility and energy usage, noise, and the demand for public services.

Environmental Impacts

Grading and Geologic Hazards:

Grading for this alternative would be similar to the proposed project. Demolition debris will not be encountered on-site during construction since the site would be completely cleared prior to project development. All concrete materials will be crushed and re-used for the project. As with the proposed project, this alternative would need to import earth to fill the site; without a specific grading plan, however, the amount of fill necessary cannot be determined.

Due to the relatively low intensity of this development, excavation could likely still be limited to no more than five feet in depth, as with the proposed project. No impacts to groundwater are anticipated to occur as it would not be encountered during excavation activities.

The location of this alternative is the same as that of the project and would be exposed to the same seismic events as would the proposed project. The impacts associated with strong ground

BOE-C6-0115926

shaking and the seismic safety of buildings on the site would be less for this alternative than for the proposed project because the concentration of buildings and people on the site would be less.

Air Quality:

Construction-related emissions, under this alternative, were estimated using emission factors given in the *CEQA Air Quality Handbook*. Estimated emissions during the entire construction period would be approximately 276,385 lbs of CO, 86,486 lbs of ROC, 1.27 million lbs of NO_x, and 90,246 lbs of PM_{10}. These emissions are approximately 236 percent greater than the total construction emissions associated with the development of the proposed project. The average daily emissions during construction are estimated to be 1,063 lbs of CO, 332.64 lbs of ROC, 4,707.27 lbs of NO_x, and 347 lbs of PM_{10}. All of these estimated emissions would exceed SCAQMD threshold limits for all the criteria pollutants.

Under this alternative, air pollution emissions from vehicular sources would be less in comparison to the proposed project. However, potential toxic air emissions from the site would be more in comparison to the proposed project as industrial uses on-site are more likely to emit toxic air emissions than commercial/retail uses. This alternative would generate approximately 8,486 daily trips (86,303 vehicle miles per day), 18,994 fewer daily trips than the proposed project. With 69 percent less daily trips generated, this alternative would be expected to have substantially less of an impact on air quality than the proposed project. Estimated daily emissions from stationary and mobile sources include approximately 1,796 pounds of CO, 146 pounds of ROC, 207 pounds of NO_x, and 22 pounds of PM_{10}. At area intersections, this alternative would contribute lower concentrations of CO to local levels than the project as currently proposed. This alternative would be consistent with the AQMP, as its operation would not result in the exceedance of any threshold limits.

Noise

As with the proposed project, construction of new facilities would generate construction phase and operational noise impacts at sensitive receptors adjacent to the site. The noise impacts due to construction may be greater because this alternative would have a higher level of construction activities, due to its increased scale. The alternative would generate 8,486 daily trips as compared to the project's 27,480 daily trips. Traffic generated under this alternative would increase ambient noise levels in the vicinity; however, this increase would be substantially lower than the increase resulting from traffic generated by the proposed project.

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Aesthetics:

As with the Office Alternative, this alternative would result in substantially different visual impacts and light glare in comparison to the proposed project. The entire character of the development would be changed, and would be consistent with the transition of the historically industrial area to office/business park uses. The buildings associated with this alternative could be developed with highly-reflective material, and could result in increased daytime glare. Ambient night lighting would increase in the area, but less than with the project. Nighttime illumination of the new buildings for this alternative would have less of an impact than the nighttime illumination for the proposed project.

Land Use:

This alternative would have substantially different land use impacts in comparison to the proposed project. The alternative would result in a total of 1.56 million sq. ft. of office uses, as compared to the project's 810,000 sq. ft. of commercial retail uses. As with the proposed project, this alternative would conform with the existing zoning and General Plan Land Use Designations for the project site; Discretionary actions would include the issuance of a building permit and Conditional Use Approval (required for all commercial/office developments which have over 100,000 square feet of non-residential/non-warehouse floor area. As with the project, the alternative would be designed to comply with parking requirements of the Zoning Code. This alternative would represent an increase in the overall intensity of development on the site of approximately 93% as compared to the proposed project. This alternative would be consistent with the transition of the historically industrial area to office/business park uses.

Human Health/Risk of Upset:

As with the proposed project, all soil remediation activities would be conducted prior to construction of this alternative. Therefore, public exposure to hazardous materials and/or wastes associated with the existing contamination on-site during project construction is not anticipated to occur. Similarly, this alternative would not involve uses that would utilize large quantities of hazardous materials or generate hazardous wastes. The use of hazardous materials would be limited to the chemicals contained in paints and cleaning solutions for maintenance of buildings, including public facilities. Thus, impacts associated with human health/risk of upset would be similar to the proposed project.

BOE-C6-0115928

Transportation and Circulation:

The trip generation comparison shows that this alternative would generate approximately 1,030 trips on the roadway system during the AM peak period and 764 trips during the PM peak period. Compared to the proposed project, the office alternative would generate close to double (193%) the number of trips during the AM peak as the proposed project but only 29% of the proposed project's trip during the PM peak. This alternative would impact 19 intersections, compared to 22 for the proposed project and half of these intersections would be impacted in the AM peak hour as well as the PM peak hour. Since there would be more traffic generated by this alternative during the AM peak hour, queuing and turning conflicts caused by this alternative would increase during that time period.

Public Services:

Fire protection services in the project area are currently inadequate. Any development at the site would increase the already overburdened demand for fire protection services. As for the other project alternatives, cumulative development would continue to have a major impact on public services. Due to the reduced scale of this alternative, impacts should be less under this alternative compared to the proposed project. Additional police officers may be required and a cumulative impact on fire protection would occur. The proposed project would impact the same services but its level of impact would be greater because of the larger scale of the proposed project. As with the proposed project, this alternative would have a significant adverse impact on public services.

Energy Conservation:

The primary impact on energy resources would be the consumption of non-renewable energy resources during construction and energy for operation of this alternative. Energy would be consumed during the alternative project's site preparation for grading operations and material transfer by heavy-duty equipment, but less than the project.

This alternative would consume approximately 20.2 million kWh per year of electrical power and 37.4 million cubic feet of natural gas per year. This compares to the 13.2 million kWh per year of electrical power and 28.2 million cubic feet of natural gas demand projected for the proposed project. As with the proposed project, this alternative would not have a significant adverse impact on energy.

BOE-C6-0115929

Public Utilities:

Impacts on utilities (water supply, sewer, storm drains, and solid waste) would be greater under this alternative than the project. Approximately 107.14 million gallons of water would be required annually by this alternative. Approximately 93.17 million gallons of sewage and 2.4 million pounds of solid waste would be generated annually. The project in comparison would generate a demand for approximately 48.43 million gallons of water, 42.11 million gallons of sewage, and 1.48 million pounds of solid waste. As with the proposed project, no impacts on storm drains would be anticipated. This alternative and the project would both have a significant adverse impact on landfills.

Relationship to Objectives:

As with the Office Alternative, this alternative would not provide commercial retail services in the project area. The development of an industrial park on the site would continue the transition of the historically industrial area to office and business park uses; however, this alternative would not address the objective of increasing retail and service amenities in the project area. This alternative would represent an increase in the overall intensity of development on the site of approximately 93% as compared to the proposed project.

F. ENVIRONMENTALLY SUPERIOR ALTERNATIVE:

The "No-Project" alternative would be the environmentally superior alternative. When the no-project alternative is found to be the environmentally superior alternative, CEQA requires another alternative must also be identified as being environmentally superior. Because it has fewer impacts in nearly all areas, the Reduction in Shopping Center alternative, Alternative B, would be the environmentally superior alternative.

BOE-C6-0115930

IX. ORGANIZATIONS AND PERSONS CONTACTED, REFERENCES

A. PEOPLE AND ORGANIZATIONS CONTACTED

City of Los Angeles

William R. Bamattre, Chief Engineer and General Manager, Bureau of Fire Prevention and Public Safety, Los Angeles Fire Department.

Commander James T. McBride, Commanding Officer, Community Affairs Group, Los Angeles Police Department.

William W. Glauz, Director of Environmental Assessment, Los Angeles Department of Water and Power.

County of Los Angeles

Mr. Robert G. Asgian, Civil Engineer, Solid Waste Management Department, County Sanitation Districts of Los Angeles County.

Alan Hashimi, County Sanitation Districts of Los Angeles.

State of California

Gary Shultz, Regional Water Quality Control Board (Los Angeles Region).

Other Agencies/Organizations

Carey Downs, Technical Planning, Southern California Gas Company (Pacific Region).

John R. Foth, Manager of Construction, Dominguez Water Corporation.

B. REPORT PREPARATION

Lead Agency

City of Los Angeles
Department of City Planning
Environmental Review Section
221 North Figueroa Street, Room 1500
Los Angeles, CA 90012

Unit Head: Hadar Plafkin
Project Coordinator: Lateef Sholebo

BOE-C6-0115931

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Marc Huffman, Senior Associate
Madonna Marcelo, Associate

Traffic Consultants

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Michael Meyer, Principal

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BOE-C6-0115932

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Toxics Consultant

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West Covina, CA 91791-1600

Anthony Ward

Geotechnical Consultant

Kovacs & Associates
11430 Ventura Boulevard
Studio City, CA 91604

Jerry Kovacs

C. REFERENCES

B. Hannon, et al., "Energy and Labor in the Construction Sector," Science, 1978, 202: 837-847

C. Lawrence Cornett and Charles E. Hina, Methods for Predicting Noise and Vibration Impacts, U.S. Dept. of Transportation, Transportation Systems Center, 1979.

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BOE-C6-0115934

X. ERC ACTION, INITIAL STUDY AND WORKSHEET/EAF

BOE-C6-0115935

CITY OF LOS ANGELES
CALIFORNIA

CITY PLANNING COMMISSION

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August 18, 1995

Case No.: 95-0177-SUB
Project Name: Western/190th Street Shopping Center
Project Description: Tentative Tract for the proposed development of a new shopping center containing approximately 810,000 square-feet of building area on a site of 2,918,520 square-feet (67.4 acres) in the M3-1 zone, with 4,400 parking spaces. The shopping center will contain medium to very large retail outlets, 3,500-seat multiplex theaters, restaurant pads and possibly a supermarket. The hours of operation will be regular business hours, seven (7) days a week.
Project Location: 19200 S. Western Avenue between 190th Street and 196th Street
Planning Area: Harbor Gateway
Council District: 15
Due Date: September 18, 1995

PRE-DRAFT REQUEST FOR COMMENTS

The enclosed materials describe a proposed land development project and suggest possible environmental impacts of the project, which lies in an area that has been determined to be of interest to yourself and/or the organization you represent. An Environmental Impact Report (EIR) is to be prepared on this project by this office.

We would welcome all comments on the possible environmental impacts of the proposed project in order that we can take into consideration your concerns and/or those of the organization you represent, in the preparation of the EIR. All comments should be in writing and must be submitted to this office by September 18, 1995.

Please direct your responses to:

Hadar Plafkin or Lateef Sholebo, Project Coordinators
221 N. Figueroa St., Room 1500
Los Angeles, CA 90012 (213)580-5554 or (213)580-5550

CON HOWE
Director of Planning

City Planner
Environmental Review Section

Enclosure

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF PREPARATION

(Article VI, Section 2 — City CEQA Guidelines)

TO:	RESPONSIBLE OR TRUSTEE AGENCY State Clearinghouse ADDRESS (Street, City, Zip) Office of Planning and Research Attn: Glen Stober 1400 Tenth Street, Room 121 Sacramento, CA 95814	FROM:	LEAD CITY AGENCY Los Angeles City Planning Department ADDRESS (Street, City, Zip) Environmental Review Section 221 N. Figueroa Street, Room 1500 Los Angeles, CA 90012

▶ **SUBJECT:** Notice of Preparation of a Draft Environmental Impact Report

PROJECT TITLE	CASE NO.
Western/190th Street Shopping Center	EIR-95-0177-SUB

PROJECT APPLICANT, IF ANY

Lockheed Martin Corporation

The City of Los Angeles will be the Lead Agency and will prepare an environmental impact report for the project identified above. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by this City when considering your permit or other approval for the project.

The project description, location and the probable environmental effects are contained in the attached materials.

☒ A copy of the Initial Study is attached.

☐ A copy of the Initial Study **is not** attached.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later than 45 days after receipt of this notice.

Please send your response to Hadar Plafkin at the address of the lead City Agency as shown above. We will need the name of a contact person in your agency.

Note: If the Responsible or trustee agency is a state agency, a copy of this form must be sent to the State Clearinghouse in the Office of Planning and Research, 1400 Tenth Street, Sacramento, California 95814. A state identification number will be issued by the Clearinghouse and should be thereafter referenced on all correspondences regarding the project, specifically on the title page of the draft and final EIR and on the Notice of Determination.

SIGNATURE	TITLE	TELEPHONE NUMBER	DATE
	City Planner	(213)580-5554	08/18/95

3. AIR (AIR QUALITY-STATIONARY SOURCES): Project development may result in deterioration of ambient air quality due to short-term emissions generated during construction. Additionally, future project residents may be exposed to dust and odors generated by activities proximal to the site. Investigation should address specific actions that may potentially reduce impacts on local and regional air quality. Mitigation measures may include:

   - installation of an air filtration system to reduce adverse impacts on project residents;

   - implementation of ground wetting and temporary dust cover during construction; and,

   - restriction of grading activities on exceedingly windy days when particulates and/or fugitive dust are likely to be carried off-site.

4. AIR (AIR QUALITY-MOBILE SOURCES): Project-generated traffic may result in quantifiable increases in air emissions, deterioration of ambient air quality, and/or exposure of project residents to severe air pollution conditions. Investigation should address specific actions that may potentially reduce impacts on local and regional air quality. Mitigation measures may include:

   - implementing an aggressive Transportation Demand Management program for employees; and,

   - providing a free or low cost Jitney service for local users.

5. WATER CONSERVATION: The California Environmental Quality Act requires that the proposed project be evaluated relative to water use and water conservation measures in accordance with State guidelines. Investigation should address potential consumption rates and adequacy of existing water supply. Mitigation measures may include:

   - compliance with the City's Water Conservation Regulations defined in Ordinance No. 163,532.

(CONTINUED ON PAGE 3)

ENVIRONMENTAL NOTATIONS

EIR NO. 95-0177-SUB DATE: July 5, 1995

Applicant: Lockheed Martin Corporation

Project Description: Tentative Tract for the proposed development of a new shopping center containing approximately 810,000 square-feet of building area on a site of approximately 2,918,520 square-feet (67.4 acres) in the M3-1 zone, with 4,400 parking spaces. The shopping center will contain medium to very large retail outlets, 3,500-seat multiplex theaters, restaurant pads and possibly a supermarket. The hours of operation will be regular business hours, seven (7) days a week.

Areas of Possible Environmental Impact:

1. EARTH (GRADING, DRAINAGE, GEOLOGIC HAZARDS): The proposed project involves grading activities which may result in possible alteration of on-site drainage. Investigation should address impacts relative to proposed grading procedures, drainage plans, and construction activities (i.e. dust control, on-site watering). Mitigation measures may include:

   - adherence to applicable provisions of the Municipal Code, Flood Hazard Management Specific Plan and the recommendations of the City/Engineer/Department of Building and Safety; and,

   - use of semipermeable pavement for hardscape areas.

2. EARTH (GEOLOGIC HAZARDS): The proposed project is subject to unstable earth conditions and other seismic-related hazards, due to height of building or structure. Investigation should address specific actions relative to minimizing potential hazards and risk related to future habitation of the site. Mitigation measures may include:

   - geotechnical investigation conducted prior to finalization of grading plans;

   - on-site investigation of site during construction; and,

   - conformance with City's Seismic Safety Plan, applicable portions of the Municipal Code, and seismic safety requirements of the Department of Building and Safety.

(CONTINUED ON PAGE 2)

6. NOISE (STATIONARY SOURCES): Project development may significantly affect noise levels, adversely impacting adjacent residential areas. Investigation should address noise impacts resulting from construction activities (short-term stationary source). Mitigation measures may include:

   - limiting hours of construction;
   - use of sound-restricted construction equipment; and,
   - compliance with applicable provisions of Noise Ordinance No. 144,331.

7. NOISE (MOBILE AND STATIONARY SOURCES): Proposed development may significantly affect ambient noise levels, adversely impacting adjacent residential areas. Investigation should address noise impacts resulting from construction activities (short-term stationary sources), land use activities (long-term stationary source), and increases in local traffic (long-term mobile source). Mitigation measures may include:

   - limiting hours of construction;
   - use of sound-restricted construction equipment;
   - compliance with applicable provisions of Noise Ordinance No. 144,331; and,
   - limiting hours of operation for project use (post construction period).

8. LIGHT/GLARE (ARTIFICIAL): Project development may result in increased ambient reflectivity and glare from the project site, adversely impacting locations proximal to the site. Investigation should address impacts related to increased reflectivity and stationary light sources. Mitigation measures may include:

   - installation of tinted windows to decrease reflectivity;
   - use of plant materials to decrease reflectivity of hardscape surface; and,
   - security lighting to be directed toward the center of the site.

(CONTINUED ON PAGE 4)

9. LAND USE: The proposed project is departure from the Industrial land use designated by the Harbor-Gateway Community Plan and accelerates the erosion of the City's Industrial Job base.

10. RISK OF UPSET: Project area has been the site of heavy industrial uses. Mitigation measures include:

    - compliance with a site remediation plan approved by California Department of Toxic Substance Control.

11. TRANSPORTATION-CIRCULATION-DRIVEWAY/ACCESS: Project generated vehicular traffic, ingress/egress locations and demand for additional parking could have significant impact on local circulation and parking availability. Completion of a Traffic Study, as required by the Department of Transportation, will be necessary to determine the impact of project generated vehicular traffic at several key intersections. Traffic impacts should be addressed by the Environmental Impact Report to provide comprehensive review and mitigation of impacts to an acceptable level; investigation should specifically address impacts resulting from incremental increases in traffic volumes at local intersections, availability of on- and off-street parking, potential modification of circulation patterns within the community and ingress/egress locations. Mitigation measures may include:

    - initiation of a Transportation Demand Management program including, but not limited to, ridesharing programs;

    - traffic control devices at key intersections; and,

    - provision of driveway/access plan consistent with requirements/recommendations of Department of Transportation and/or City Engineer.

12. TRANSPORTATION-CIRCULATION-DRIVEWAY/ACCESS: Project generated vehicular traffic may contribute to cumulative impacts on local circulation. Completion of a Traffic Study, as determined by the Department of Transportation, may be necessary to define impacts of project generated vehicular traffic at several key intersections. Traffic impacts should be addressed by the Environmental Impact Report to provide comprehensive review and mitigation of impacts to an acceptable level. Mitigation measures may include:

(CONTINUED ON PAGE 5)

- completion of a Traffic Study, per requirements of the Department of Transportation, assessing potential cumulative impacts resulting from project development; and,

- provision of a driveway/access plan consistent with replacements/recommendations of Department of transportation and/or City Engineer.

13. TRANSPORTATION-CIRCULATION-DRIVEWAY/ACCESS: Project generated vehicular traffic, ingress/egress locations and demand for additional parking could have significant impact on local circulation and parking availability. Completion of a Traffic Study, as required by the Department of Transportation, will be necessary to determine the impact of project generated vehicular traffic at several key intersections. Traffic impacts should be addressed by the Environmental Impact Report to provide comprehensive review and mitigation of impacts to an acceptable level; investigation should specifically address impacts resulting from incremental increases in traffic volumes at local intersections, availability of on- and off-street parking, potential modification of circulation patterns within reasonable distance (to be determined by DOT), and ingress/egress locations. Mitigation measures may include:

- provision for additional off-street parking and guest parking (one (1) guest space per every two (2) dwelling units);

- initiation of a Transportation Demand Management program including, but not limited to, ridesharing programs;

  contributions to ATSAC program; and,

- provision of driveway/access plan consistent with requirements/recommendations of Department of Transportation and/or City Engineer.

14. TRANSPORTATION REGIONAL TRAFFIC ANALYSIS: Environmental analysis shall address the project's effect on major local arterials, public transit, freeways, highways, and rail transit service, including major local arterials and public transit within five (5) miles of the project site and freeways, highways, and rail transit service within ten (10) miles of the project site.

(CONTINUED ON PAGE 6)

15. PUBLIC SERVICES: The proposed project may result in a need for additional police, fire, emergency, school and library services. Investigation should address these services and also include possible impacts relative to loss of existing recreational facilities located on the site. Mitigation measures may include:

- compliance with federal, state, and local requirements regarding fire protection, safety, and locking standards;
- structural design, roadways, and emergency access locations developed in accordance with City requirements;
- implementation of recommendations per the Los Angeles Unified School District;
- compliance with the adopted Los Angeles City Library Plan, as amended; and,
- implementation of recommendations or requirements of the Department of Recreation and Parks.

16. ENERGY CONSERVATION: The California Environmental Quality Act requires that the proposed project be considered relative to potential energy impacts. Investigation should address impacts resulting from potential consumption of non-renewable resources. Mitigation measures may include:

- compliance with Title 24, California State Code, (Energy Conservation Standards);
- use of low-wattage interior and exterior fluorescent lighting;
- use of natural gas and/or solar energy; and,
- consultation with Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures.

17. AESTHETICS/VIEW: Proposed project site could effect views from adjacent areas. Mitigation measures may include:

- screening of rooftop structures, precluding visibility of structures from proximal locations;

(CONTINUED ON PAGE 7)

- underground installation of utilities where applicable;

- preparation of landscaping plans by a licensed landscape architect subject to approval by the City Planning Department and/or other City agencies;

- landscaping of parking areas and other open areas (minimum provision of one (1) tree per four (4) parking spaces and seven (7) percent of total open space area); and,

- architectural treatment of the new structure which achieves substantial aesthetic compatibility with the surrounding environment.

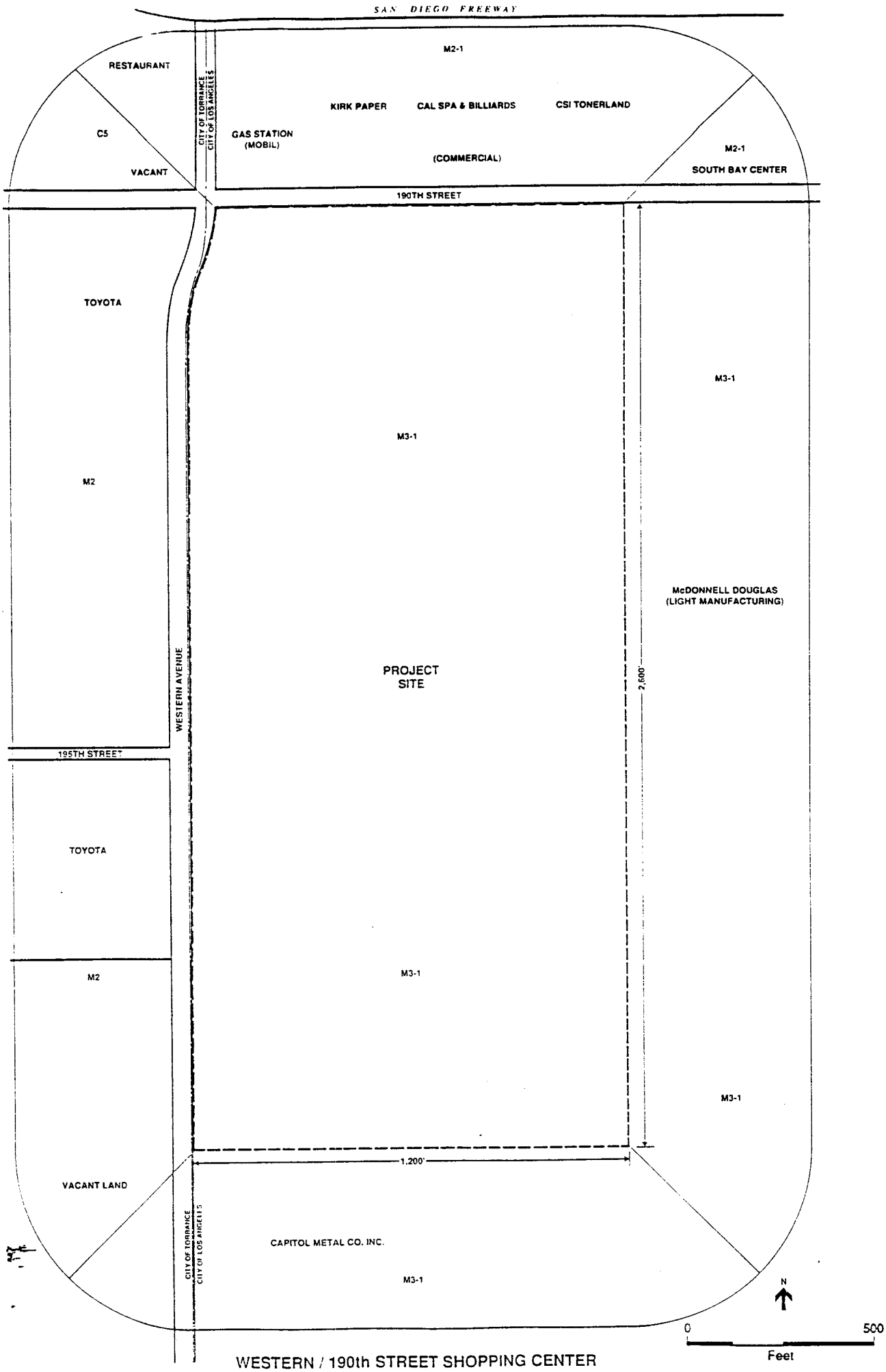
18. CULTURAL RESOURCES (ARCHAEOLOGICAL): The project site is located in an area which may encompass prior unrecorded sites potentially containing significant artifacts/resources. Investigation should address impacts resulting from disruption of potential archaeological sites. Mitigation measures may include:

    - notification of project development to the UCLA Archaeological Inventory (213)825-1720, or an appropriate agency to be determined by the Environmental Review Section of the City Planning Department; and,

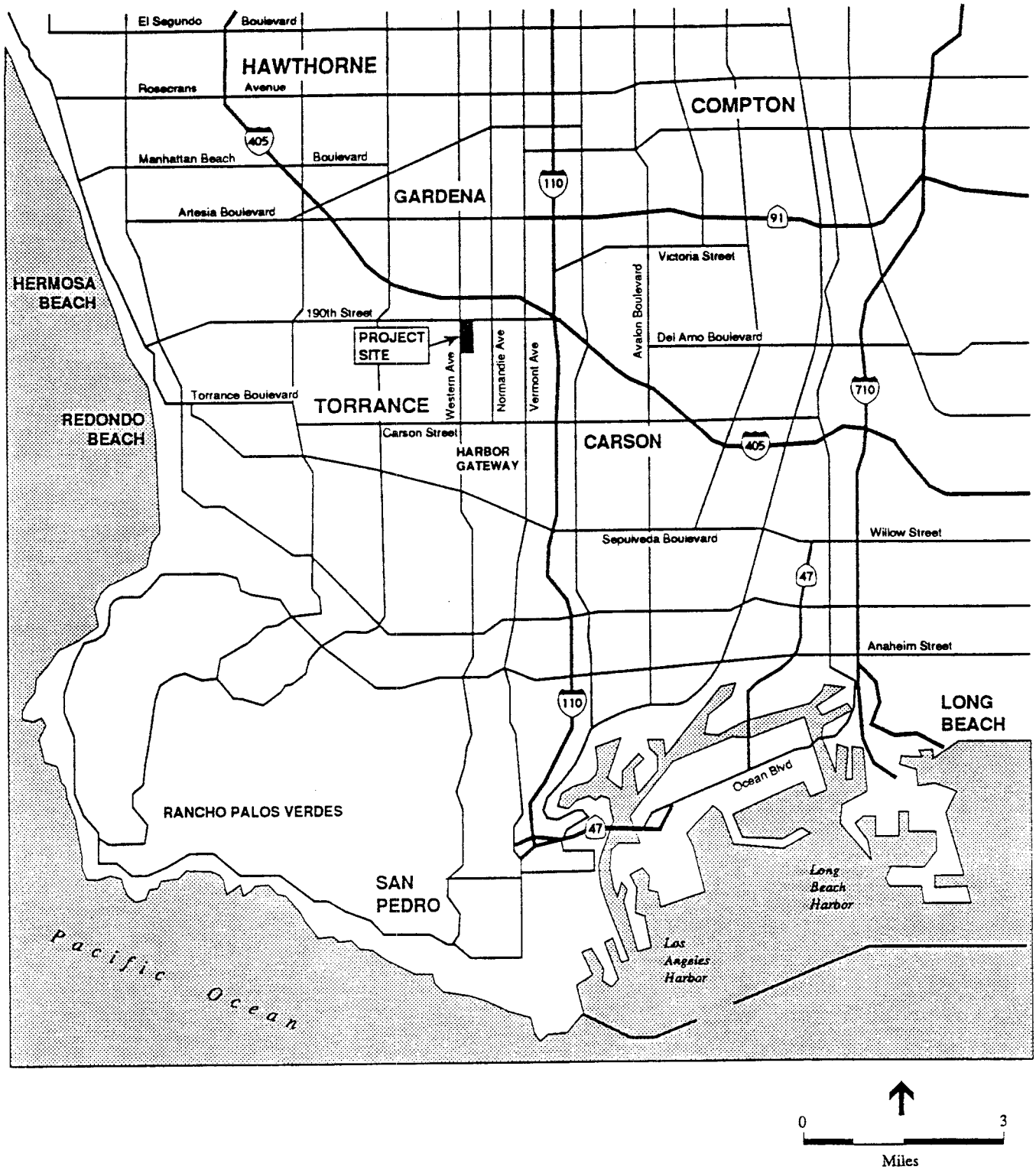
    - cessation of project development should archaeological materials be encountered and, subsequent contact with the UCLA Archaeological Inventory to insure proper evaluation of artifacts/resources and potential impacts.

Alternatives to the Proposed Project: No Project; Change of Intensity; Change of Land Use; Alternate Site

Attachments: Vicinity Map; Radius Map; Tentative Tract Map; Plot Plan; Other:



WESTERN / 190th STREET SHOPPING CENTER



Western / 190th Street Shopping Center / 950161 ■

SOURCE: Environmental Science Associates.

Vicinity Map

(Updated 8/95)

PRE-DRAFT REQUEST FOR COMMENTS - MAILING LIST

EIR NO.: 95-0177-SUD DATE SENT: 8/18/95 SIGNATURE

(Council Person - 2 copies)

[X] Mail Stop 225
Hon. Rudy Svotinich, Jr
15th Council District
Room 236, City Hall

[X] Crime Prevention Unit
Los Angeles Police Dept.
Parker Center
Mail Stop 400

[X] Mail Stop 549
Consultant-Wastewater Program
Management Division
Bureau of Engineering
650 S. Spring St., Ste. 1100

[X] Mail Stop 250
Fire Department
Hydrant Unit
Room 920, City Hall East

[X] Mail Stop 397C
Bob Rogers
So. LA/Metro Planning Division
221 S. Figueroa, 3rd Floor

[X] Bureau of Engineering
Environmental Mgmt. Section
Attn: Ara Kasparian
650 So. Spring Street
Mail Stop 939

[X] Mail Stop 395
Jack Sedwick
Valley/West/Coastal Planning Div.
221 S. Figueroa, 3rd Floor

[X] Mail Stop 901 (3 copies)
Land Dev./Mapping Division
Bureau of Engineering
Attn: Louie Yamanishi
Room 705, City Hall

[X] Regional Planning Dept.
County of Los Angeles
Environmental Review Section
320 Temple Street
Los Angeles, CA 90012

[X] Mail Stop 397
Ann Siracusa
Citywide Planning Division
221 S. Figueroa Street
4th Floor

[X] Mail Stop 177
Environmental Affairs
Attn: Karin Smith
201 N. Figueroa, Suite 200

[X] Mail Stop 380
Dept. of Cultural Affairs
Attn: Rowella H. Louie
433 S. Spring St., 10th Floor
Los Angeles, CA

CP-1252 (8/95)

13

INSERT

(Updated 8/95)

[ ] [Cases with Seismic or Geologic Issues]
Mail Stop 115
Building & Safety Dept.
Chief, Building Bureau
Co-ordinating Division
Room M-50, City Hall

[ ] For Projects Near CRA Areas e.g. CCW
Rich Macias
Environmental Review Unit
Community Redevelopment Agency
354 So. Spring St., Suite 700
Mail Stop 182

[ ] For Residential Project:
Mail Stop 300
Elizabeth Martines Smith
City Librarian
Library Department
548 S. Spring, 12th Floor
Los Angeles, CA 90013

[X] Mail Stop 800
Dept. of Water and Power
E. Karapetian
111 N. Hope St., Room 1121
Los Angeles, CA 90012
Power Systems

[X] Mail Stop 800
Dept. of Water and Power
R. Simms
111 N. Hope St., Room 1420
Los Angeles, CA 90012
Water Systems

[X] For Subdivision Cases:
Mail Stop 395
Darryl Fisher
Zoning Administration
221 N. Figueroa, Room 1540

[X] All Cases
L.A. Unified School District
Environmental Review Unit
P.O. Box 2298, Room 101
Los Angeles, CA 90051

[ ] Comm. & Multi-family Only:
Housing Preservation & Production
Attn: Anson Snyder
215 W. 6th Street
Mail Stop 854/A

[X] Southern California Association of Governments
Inter-Governmental Review Sec.
818 W. 7th St., 12th Floor
Los Angeles, CA 90017

[X] DOT: Must send to appropriate section

[X] Dept. of Transportation
City Traffic Engineer
Robert Takasaki
221 N. Figueroa, 6th Floor
Mail Stop 725

OR

[ ] Dept. of Transportation
City Traffic Engineer
Haripal Vir
7166 West Manchester Avenue
West Los Angeles, CA
Mail Stop 769

CP-1252 (8/95)

(Updated 8/95)

[ ] <u>For Projects Adjacent to City Parks</u>:
Mail Stop 625
Recreation and Parks,
Al Carmichael
Room 1290, City Hall East

[ ] <u>For Projects with Oak Trees</u>:
Oak Tree Coalition
c/o Anson Burlingame
10058 Sunland Boulevard
Shadow Hills, CA 91040-1649

[X] Homeowners Associations and Agencies by Area
(Project Coordinator - Prepare and attach a list)

CP-1252 (8/95)

(Updated 8/95)

Notice of Preparation - Responsible Agencies (See instructions in Manual)

[X] State Clearinghouse
Office of Planning and Research
Glenn Stober
1400 10th St., Room 121
Sacramento, CA 95814

[X] South Coast Air Quality
Management District
Local Government CEQA
Connie Day
21885 Copley Dr., 2nd Floor South
Diamond Bar, CA 91765

[X] Gary McSweeney
CalTrans - District 7
IGR/CEQA Coordinator
Transportation Planning &
Analysis Branch
120 So. Spring Street
Los Angeles, CA 90012

[X] Los Angeles County
Metropolitan Transportation
Authority
Brad McAllester, Director
Mobility & Air Quality Programs
818 W. Seventh Street
Los Angeles, CA 90017

[X] Environmental Protection Agency
David Tomsovic
Region 9
75 Hawthorne Street
San Francisco, CA 94105

[ ] U.S. Forest Service Resource/
Planning Section
Bernice Bigelow
701 N. Santa Anita Avenue
Arcadia, CA 91006

[ ] National Park Service
Santa Monica Mountains
Recreation Area
Attn: Community Planner
30401 W. Agoura Road
Agoura Hills, CA 91301

[ ] U.S. Fish and Wildlife Service
Attn: Gail Kobetich
2730 Loker Avenue West
Carlsbad, CA 92008

[ ] All Cases Next to Large,
Open Spaces:
Santa Monica Mountains
Conservancy
Mr. John Diaz
3700 Solstice Canyon Road
Malibu, CA 90265

[X] All Cases Adjacent to Bodies
of Water or Flood Plains:
U.S. Army Corps of Engineers
Environmental Resources Branch
P.O. Box 2711
Los Angeles, CA 90053-2325

[X] Must be Posted for 30 Days
County Clerk, EIR Desk
12400 Imperial Highway
Norwalk, CA 90650

(Send NOP form only -
see instructions

CP-1252 (8/95)

Crime Prevention Unit
Los Angeles Police Dept.
Parker Center
Mail Stop 400

Mail Stop 549
Wastewater Program
Management Division
Bureau of Engineering
650 S. Spring St., Ste. 110

Mail Stop 397C
Rob Rogers
o. LA/Metro Planning Div.
221 S. Figueroa, 3rd Floor

Bureau of Engineering
Env. Magmt. Section
Ara Kasparian
650 So. Spring Street
Mail Stop 939

Mail Stop 395
Jack Sedwick
Valley/West/Coastal
Planning Division
221 S. Figueroa, 3rd Floor

ail Stop 250
Fire Department
ydrant Unit
oom 920, City Hall East

Regional Planning Dept.
County of Los Angeles
Environmental Review Section
320 Temple Street
Los Angeles, CA 90012

Mail Stop 397
Ann Siracusa
Citywide Planning Div.
221 S. Figueroa Street
4th Floor

ail Stop 177
nvironmental Affairs
Karin Smith
01 N. Figueroa, Suite 200

Mail Stop 901
Land Dev./Mapping Division
Bureau of Engineering
Louie Yamanishi
Room 705, City Hall

Mail Stop 380
Dept. of Cultural Affairs
Rowella H. Louie
433 S. Spring St., 10th Fl.
Los Angeles, CA

ail Stop 115
uilding & Safety Dept.
hief, BUilding Bureau
Co-ordinating Division
oom M-50, City Hall

Housing Preservation &
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215 W. 6th Street
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Mail Stop 182
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nvironmental Review Unit
CRA
354 S. Spring St., Ste. 700

Mail Stop 300
Elizabeth Martines Smith
City Lib./Library Dept.
548 S. Spring St., 12th Fl.
Los Angeles, CA 90013

Mail Stop 800
Dept. of Water & Power
E. Karapetian (Power Sys.)
111 N. Hope St., Rm. 1121
Los Angeles, CA 90012

ail Stop 800
Dept. of Water & Power
. Simms (Water Sys.)
11 N. Hope St., Rm. 1420
Los Angeles, CA 90012

Mail Stop 395
Darryl Fisher
Zoning Administration
221 N. Figueroa, Room 1540

L.A. Unified School Dist.
Environmental Review Unit
P.O. Box 2298, Rm. 101
Los Angeles, CA 90051

outhern California Assoc.
of Governments
Inter-Govern. Review Sec.
18 W. 7th St., 12th Floor
os Angeles, CA 90017

Mail Stop 769
Dept. of Transportation
Haripal Vir
7166 W. Manchester Ave.
West Los Angeles, CA

Mail Stop 625
Recreation & Parks,
Al Carmichael
Room 1290, City Hall East

ail Stop 725
ept. of Transportation
City Traffic Engineer
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21 N. Figueroa, 6th Floor

Oak Tree Coalition
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10058 Sunland Blvd.
Shadow Hills, CA 91040-1649

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8 W. Seventh St., #1100
s Angeles, CA 90017

S. Forest Service Resource/
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rnice Bigelow
1 N. Santa Anita Ave.
cadia, CA 91006

nta Monica Mountains
nservancy
. John Diaz
00 Solstice Canyon Rd.
libu, CA 90265

South Coast Air Quality
Management District
Connie Day, Local Gov. CEQA
21885 Copley Dr., 2nf Fl. So.
Diamond Bar, CA 91765

Regional Park Service
Santa Monica Mountains
Attn: Community Planner
30401 W. Agoura Rd.
Agoura Hills, CA 91301

U.S. Army Corps. of Engineers
Enviro. Resources Branch
P.O. Box 2711
Los Angeles, CA 90053-2325

Gary McSweeny
CalTrans-District 7
Trans. Planning & Analysis
120 So. Spring Street
Los Angeles, CA 90012

Enviro. Protection Agency
David Tomsovic
Region 9
75 Hawthorne Street
San Francisco, CA 94105

U.S. Fish & Wildlife
Attn: Gail Kobetich
2730 Loker Avenue West
Carlsbad, CA 92008

County Clerk, EIR Desk
12400 Imperial Hwy.
Norwalk, CA 90650

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Los Angeles Police Dept.
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75 Hawthorne Street
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County Clerk, EIR Desk
12400 Imperial Hwy.
Norwalk, CA 90650

:bor Gateway

3th St. Comm. Assoc.
37 W. 184th St.
:bor Gateway
:dena, CA 90248

:y of Compton
ert Gavin
anning Department
5 S. Willowbrook
mpton, CA 90220

:y of Torrance
vid Ferren
anning Department
31 Torrance Blvd.

Harbor Gateway
Torrance Comm. Assoc.
20900 LaSalle Ave.
Torrance, CA 90501

135th St. Neighborhood
Assoc.
14153 Ainsworth St.
Harbor Gateway
Gardena, CA 90247

City of Carson
Patrick Brown
Planning Department
701 E. Carson
Carson, CA 90745

GMC Neighborhood Assoc.
c/o Dick Higashi
16207 S. Bonsallo
Harbor Gateway
Gardena, CA 90247

Rosecrans Neighborhood
Assoc.
738 W. 149th St.
Harbor Gateway
Gardena, CA 90247

City of Gardena
Roy Kato
Planning Department
1700 162nd Street
Gardena, CA 90247

Toyota Motor Sales USA, Inc.
19001 S. Western Avenue
Torrance, CA 90501-1106

MOOG Torrance, Inc.
20225 S. Western Avenue
Torrance, CA 90501-1310

Mission Viejo Company
1411 W. 190th Street
Gardena, CA 90248-4324

Satin California
31804 Saddletree Drive
Westlake Village, CA 91361-4700

Satin California
1545 Wilshire Boulevard, Suite 600
Los Angeles, CA 90017

RCBT California Properties L P
P.O. Box 2507
Southport, CT 06490

Mr. Charles Pearlman
1601 W. 190th Street
Gardena, CA 90248-4309

Pacific Business Associates
12540 Beatrice Street, Suite 203
Los Angeles, CA 90066-7059

Mobil Oil Corporation
P.O. Box 290
Dallas, TX 75221

McDonnell Douglas Corporation
P.O. Box 4111
Hazelwood, MO 63042

Toyota Tsusho America, Inc.
1977 W. 190th Street
Torrance, CA 90504-6200

Capitol Metals Company
20000 S. Western Avenue
Los Angeles, CA 90248

rbor Gateway

Harbor Gateway
Torrance Comm. Assoc.
20900 LaSalle Ave.
Torrance, CA 90501

GMC Neighborhood Assoc.
c/o Dick Higashi
16207 S. Bonsallo
Harbor Gateway
Gardena, CA 90247

8th St. Comm. Assoc.
37 W. 184th St.
rbor Gateway
rdena, CA 90248

135th St. Neighborhood
Assoc.
14153 Ainsworth St.
Harbor Gateway
Gardena, CA 90247

Rosecrans Neighborhood
Assoc.
738 W. 149th St.
Harbor Gateway
Gardena, CA 90247

ty of Compton
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5 S. Willowbrook
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City of Carson
Patrick Brown
Planning Department
701 E. Carson
Carson, CA 90745

City of Gardena
Roy Kato
Planning Department
1700 162nd Street
Gardena, CA 90247

ty of Torrance
vid Ferren
anning Department
31 Torrance Blvd.
rrance, CA 90503

-1259 (08/11/93)

DEPARTMENT OF CITY PLANNING

ENVIRONMENTAL ASSESSMENT FORM

CASE NO. _____ Council District _____
Related Case: _____ Atlas Pg; Bk; Ref. No. _____
PROJECT DESCRIPTION: _____

COMMUNITY PLAN: _____ DOES NOT CONFORM/QUAD: _____
Land Use indicated: _____ Vacancy Factor _____%
CLEARANCE REQUIRED:
Seismic Study Area/Hillside Grading Area/Ecologically Important Area
Archaeological/Paleontological/Historical/Coastal Zone/Sta. Monica Mtn. Zone
Air/Major Street/Housing/Flood (Map =) State Clearing House/SCAG
OFFICE USE ONLY - ABOVE DOUBLE LINE

TO BE COMPLETED BY APPLICANT - PLEASE TYPE OR PRINT

PROJECT ADDRESS: 19200 S. Western Avenue Community Harbor Gateway
Between _____ and _____
APPLICANT'S NAME: Lockheed Martin Corporation Phone 301-897-6000
Address 6801 Rockledge Drive City Bethesda, MD 20817 (zip code)

If applicable
AGENT'S COMPANY: Environmental Science Associates Phone 213-933-6111
CONTACT PERSON: Wendy Lockwood
Address 4221 Wilshire Blvd., Suite 480 City Los Angeles CA 90010 (zip code)

The following Exhibits are required (3 copies of each exhibit and 3 Environmental Assessment Forms for projects in Coastal & S.M. Mtn. Zones): All Exhibits should reflect entire project, not just area in need of zone change, variance, or other alteration.

A. 2 Vicinity Maps (8-1/2" x 11") showing nearby street system, public facilities and other significant physical features (similar to road maps, Thomas Brothers Maps, etc.) with project area circled.
B. 2 Radius Maps (1" = 100' scale) including properties within 300 feet of project site, or 300 to 600-foot radius map when applicable showing land use and zoning; 100' radius line (excluding streets) okay for Coastal building permits.
C. 2 Plot Plans showing the location and layout of proposed development including dimensions; include topographic lines where grade is over 10%; tentative tract or parcel maps where division of land is involved to satisfy this requirement, and the location and diameter of all trees existing on the project site.
D. Application - a duplicate copy of application for zone change, (including Exhibit "C" justification) batch screening form, periodic comprehensive general plan review and zone change map, variance, conditional use, subdivider's statement, etc.
E. Pictures - two or more pictures of the project site showing walls, trees and existing structures.

ENVIRONMENTAL ASSESSMENT APPROVED BY: _____
DATE: _____

APPLICATION ACCEPTED BY: _____
RECEIPT NO. _____ DATE: _____

INITIAL STUDY FEE ($714 + O.S.S. FEE $14 - TOTAL FEE $728)*
RECONSIDERATION FEE ($127 + O.S.S. FEE $2 - TOTAL FEE $129)*
*Reconsideration of EIR clearance on Zone Changes/Plan Amendments at next filing window (6 mos. later) fee of $112, beyond next filing window new EIR clearance and fee of $612.

EAF1

CP-1204 (02/26/88)

BOE-C6-0115957

Briefly describe the project and permits necessary (i.e. Tentative Tract, Conditional Use, Zone Change, etc.) including an identification of phases and plans for future expansion:
The proposed development is a new shopping center containing approximately 810,000 sq. ft. of gross building area on a site area of approximately 67.4 acres. The shopping center is a "Power Center" containing medium to very large retail outlets, a multiplex theater, restaurant pads, and could include a supermarket. Required permits: vesting tentative tract map, alternatively conditional use approval for major projects, site plan review, conditional use approval for sale of alcohol, building permits, grading permits, possible variance for shared parking approval and other City approvals including but not limited to excavation permit, grading permit, building permit, haul route approval, sewer connection permit, and permits to install public utilities.

Existing Conditions:

A. Project Site Area 67.4 Net and 71.5 Gross Acres

B. Existing Zoning M3-1 Heavy Industrial Zone

C. Existing Use of Land Vacant; formerly Warehouse and Manufacturing

D. Existing General Plan Designation Heavy Industrial Requested General Plan Designation No change

E. Number 0 /a/ type _____ and age _____ of structures to be removed as a result of the project. If residential dwellings (apts., single-family, condos) are being removed indicate the: number of units: _____ and average rent: _____ Is there any similar housing at this price range available in the area? _____ If Yes, Where _____

F. Number 0, Trunk Diameter _____ and type _____ of existing trees.

G. Number 0, Trunk Diameter _____ and type _____ of trees being removed (identify on plot plan).

H. Slope: State percent of property which is:

100% Less than 10% slope
_____ 10-15% slope
_____ over 15% slope

If slopes over 10% exist, a topographic map will be required. Over 50 acres - 1"=200' scale is okay

I. Check the applicable boxes and indicate the condition on the Plot Plan:
There are (XX) natural or man-made drainage channels, (XX) rights-of-way and/or (XX) hazardous pipelines crossing or immediately adjacent to property.
( ) None of the above.

J. Grading: (specify the total amount of dirt being moved)

_____ 0-500 cu. yds.
400,000 if over 500 cu. yds. indicate amount of cu. yds.

K. Import/Export: Indicate the amount of dirt being imported 400,000 cu. yds. or exported _____*

* Projects involving import/export of 1000 cubic yards or more are required to complete a Haul Route Form and Haul Route Map.

/a/ The site was recently cleared several buildings.

If project involves more than one phase or substantial expansion or changes of existing uses, please document each portion separately, with the total or project details written below. Describe entire project, not just area in need of zone change, variance, or other alteration.

~~III. Residential project (if not residential, do not answer)~~

~~A. Number of Dwelling Units-~~
~~Single Family _____ or Condominium _____~~
~~Apartment _____~~
~~B. Number of Dwelling Units with:~~
~~One bedroom _____ Two bedrooms _____~~
~~Three bedrooms _____ Four or more bedrooms _____~~
~~C. Total number of parking spaces provided _____~~
~~D. List recreational facilities of project _____~~
~~E. Approximate price range of units $ _____ to $ _____~~
~~F. Number of stories _____, height _____ ft.~~
~~G. Type of appliances and heating (gas, electric, gas/electric, solar) _____~~
~~Gas heated swimming pool? _____~~
~~H. Describe night lighting of the project _____~~
~~(Include Plan for shielding light from adjacent uses, if available)~~
~~I. Percent of total project proposed for: Building _____~~
~~Paving _____~~
~~Landscaping _____~~

IV. Commercial, Industrial or Other Project (if project is only residential do not answer this section). Describe entire project, not just area in need of zone change, variance, or other alteration.

A. Type of use Commercial
B. Total number of square feet of floor area 810,000
C. Number of units if hotel/motel N/A
D. Number of stories 1 - 2, height average 45-50* ft.
E. Total number of parking spaces provided: 4,400
F. Hours of operation regular business hrs Days of operation 7 days/week
G. If fixed seats or beds involved, number 3,500 theater seats
H. Describe night lighting of the project Security lighting
(Include Plan for shielding light from adjacent uses, if available)
I. Number of employees per shift Unknown at this time
J. Number of students/patients/patrons Unknown at this time
K. Describe security provisions for project Unknown at this time
L. Percent of total project proposed for: Building 27.5%
Paving 62.5%
Landscaping 10%

* 120 ft. tall freeway sign proposed

BOE-C6-0115959

V. Stationary Noise Clearance A clearance may be necessary certifying the project's equipment (i.e., air conditioning) complies with City Noise Regulations.

Some projects may require a noise study. The EIR staff will inform those affected by this requirement.

VI. Selected Information:

A) Circulation: Identify by name all major and secondary highways and freeways within 1,000 feet of the proposed project; give the approximate distance(s): Western Avenue (adjacent); 190th Street (adjacent); 405 Freeway (500 feet); Normandie Avenue (1,800 feet)

B) Air: All projects that are required to obtain AQMD permits (see AQMD Rules and Regulations) are required to submit written clearance from the AQMD indicating no significant impact will be created by the proposed project.*

C) Noise: Projects located within 600 feet of railroad tracks indicate the number of trains per day:**

Day 7 am - 10 pm	Monday thru Thursday - 3	Friday thru Sunday - 4
Night 10 pm - 7 am	Monday thru Thursday - 1	Friday thru Sunday - 2

VII. Mitigating Measures:

Feasible alternatives or mitigation measures which would substantially lessen any significant adverse impact which the development may have on the environment.

Compliance with air quality regulations, others to be identified as part of the environmental review process.

* Contact the South Coast Air Quality Management District at 572-6418 for further information.

** For information, contact:

Southern Pacific Train Dispatcher	629-6569
Union Pacific Engineering	725-2313
Santa Fe Train Master	267-5546

BOE-C6-0115960

APPLICANT/CONSULTANT'S AFFIDAVIT

OWNER MUST SIGN AND BE NOTARIZED;

IF THERE IS AN AGENT, THE AGENT MUST ALSO SIGN AND BE NOTARIZED

I, Lockheed Martin Corporation
Owner (Owner in escrow)*
(Please Print)

Signed: Wm A Snowden
Owner
William A. Snowden - Vice President

I, Wendy Lockwood, Director, ESA Los Angeles
Consultant*
(Please Print)

Signed: Wendy Lockwood
Agent

being duly sworn, state that the statements and information contained in this Environmental Assessment Form are in all respects true and correct to the best of my knowledge and belief.

State of California, County and City of Los Angeles

State of Maryland
County of Montgomery

Signed: Mary A. Simonsen
Notary

Subscribed and sworn to before me

this 9th day of June, 19 95

(NOTARY or CORPORATE SEAL)

MARY A. SIMONSEN
NOTARY PUBLIC STATE OF MARYLAND
My Commission Expires January 30, 1996

Signed: Judith A. Menke
Notary

Subscribed and sworn to before me

this 15th day of JUNE, 19 95

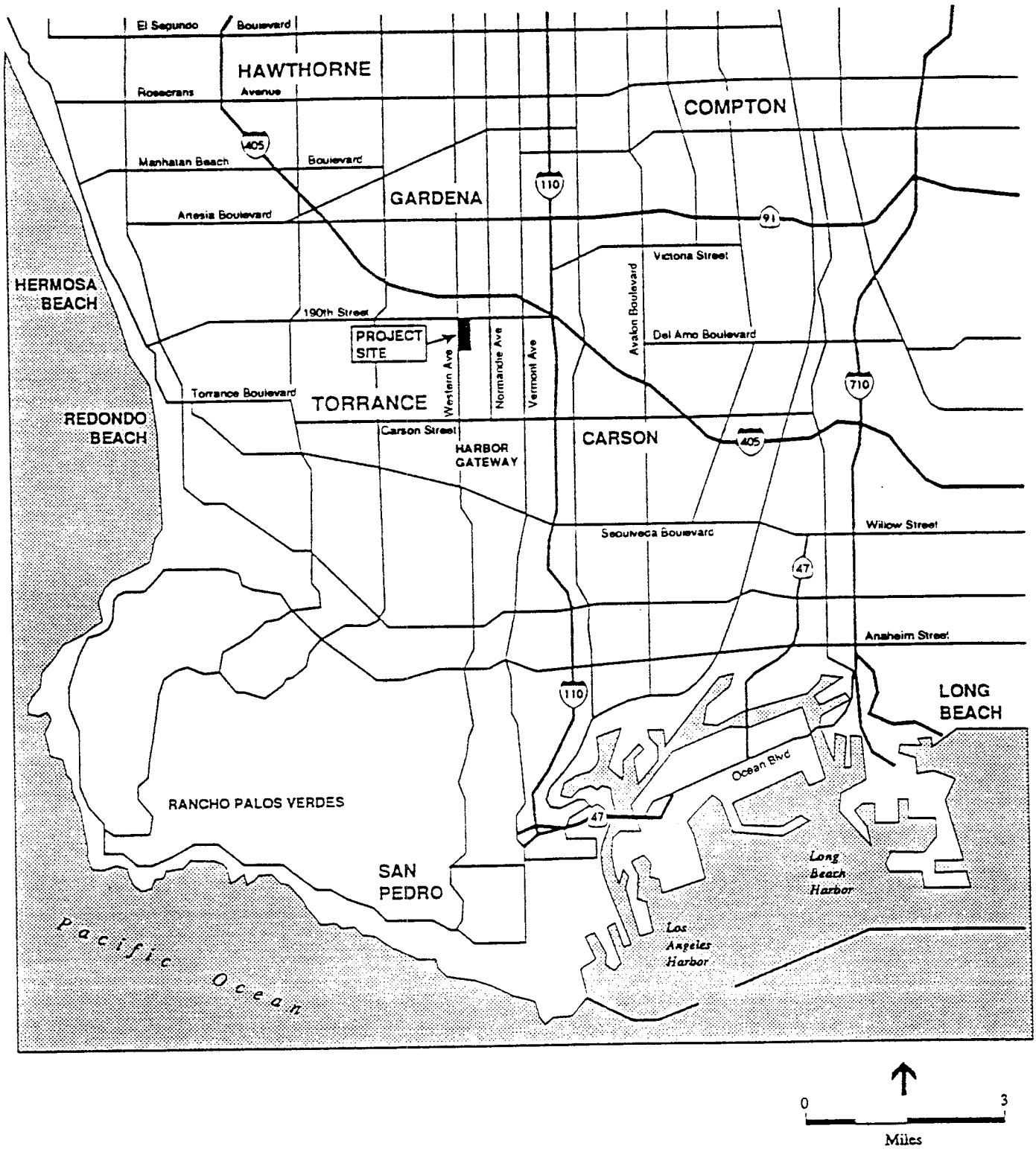
(NOTARY)

JUDITH A. MENKE
COMM. # 1042213
Notary Public — California
LOS ANGELES COUNTY
My Comm. Expires OCT 9, 1998

* If acting for a corporation, include capacity and company name.

EAF5

CP-1204 (02/03/93)



Western / 190th Street Shopping Center / 950161 ■

SOURCE: Environmental Science Associates.

Figure 1
Regional Location Map

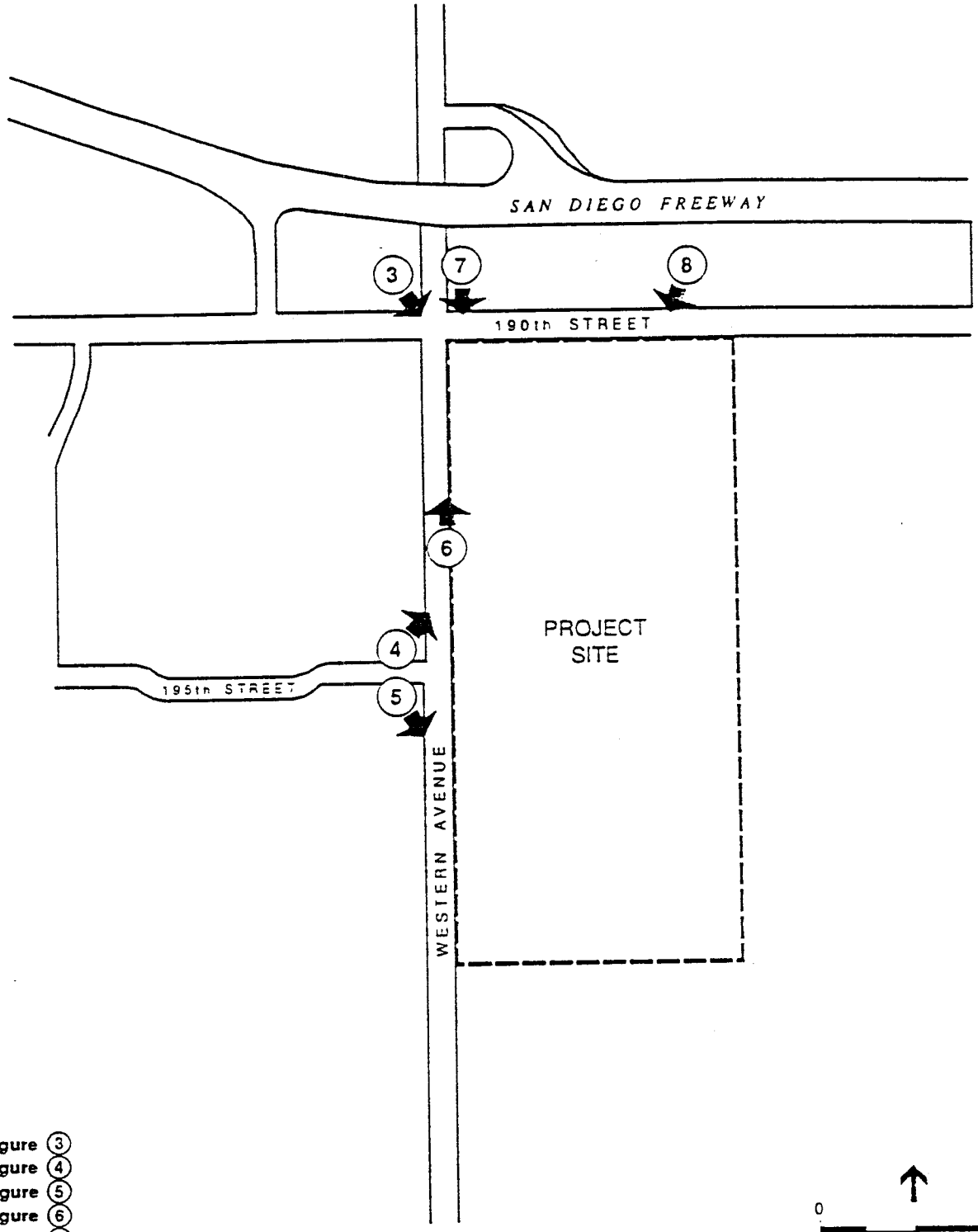


Figure 3
Figure 4
Figure 5
Figure 6
Figure 7
Figure 8

0 800
Feet

Western / 190th Street Shopping Center ■

SOURCE: Environmental Science Associates.

Figure 2
Photo Location Map

Figure 3 View of the Project Site from the Northwestern Corner of 190th Street and Western Avenue.

BOE-C6-0115964

Figure 4 View of the Project Site Looking Northeasterly from 195th Street.

BOE-C6-0115965

Figure 5 View of the Project Site Looking Southeasterly from 195th Street.

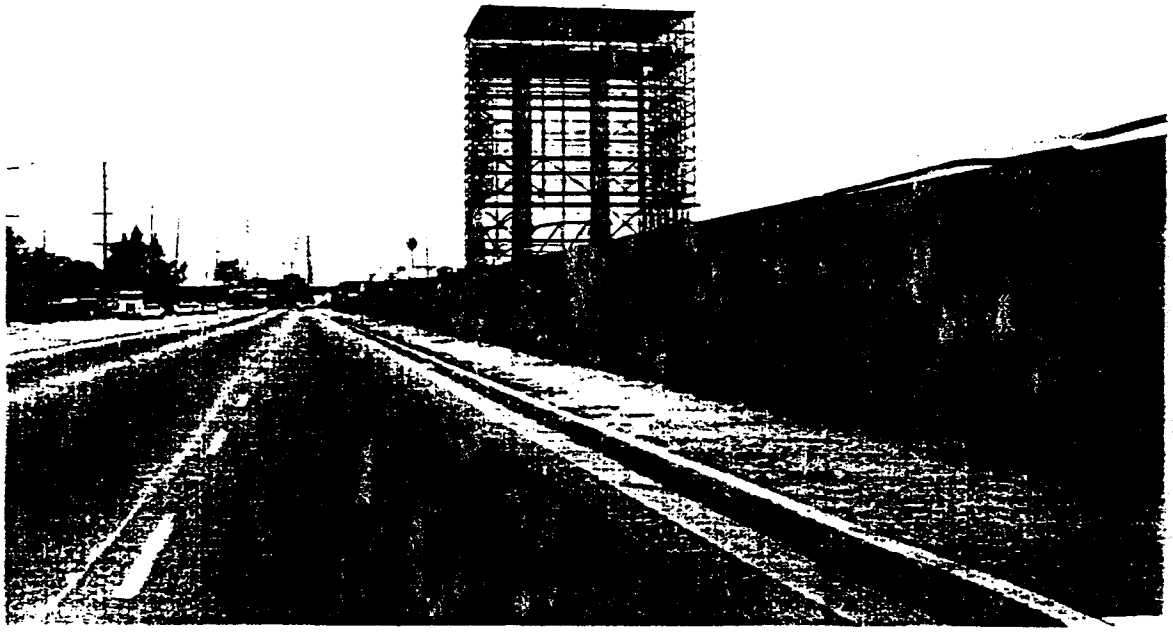


Figure 6 Looking North Along Western Avenue (Western Boundary of the Project Site on the Right).

Figure 7 View of the Northeastern Portion of the Project Site from 190th Street and Western Avenue.

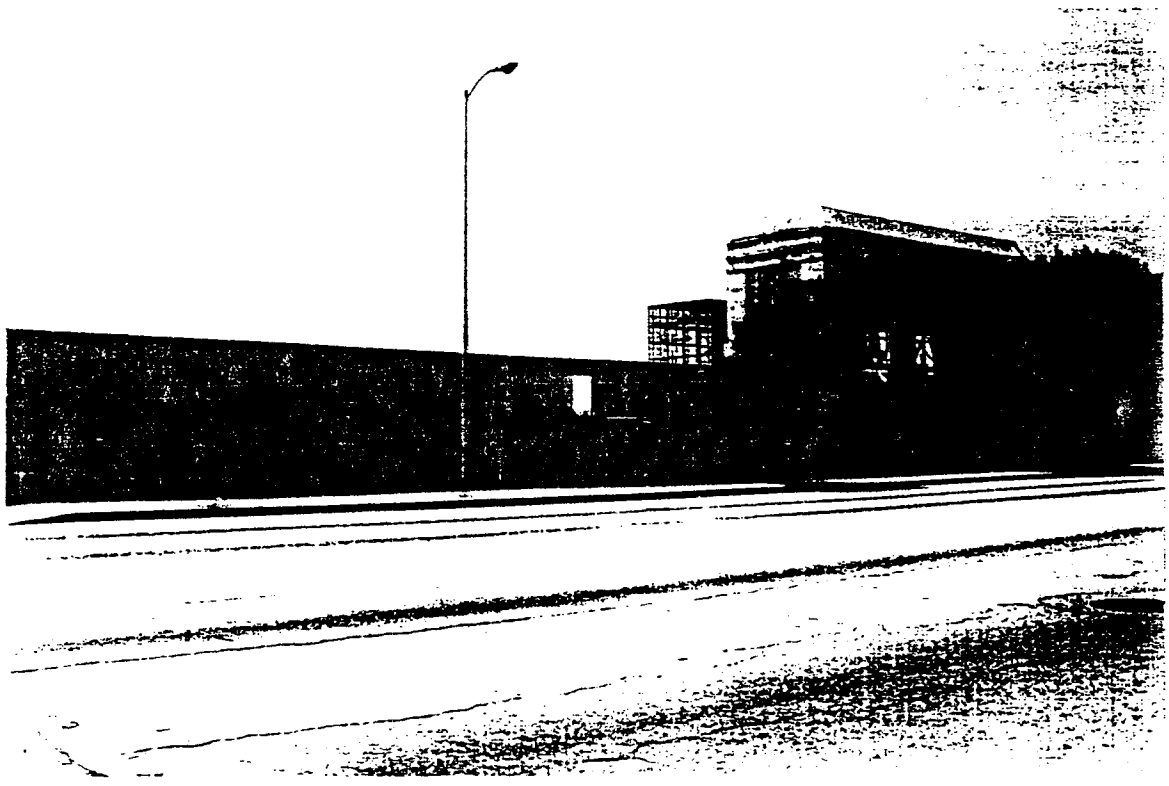
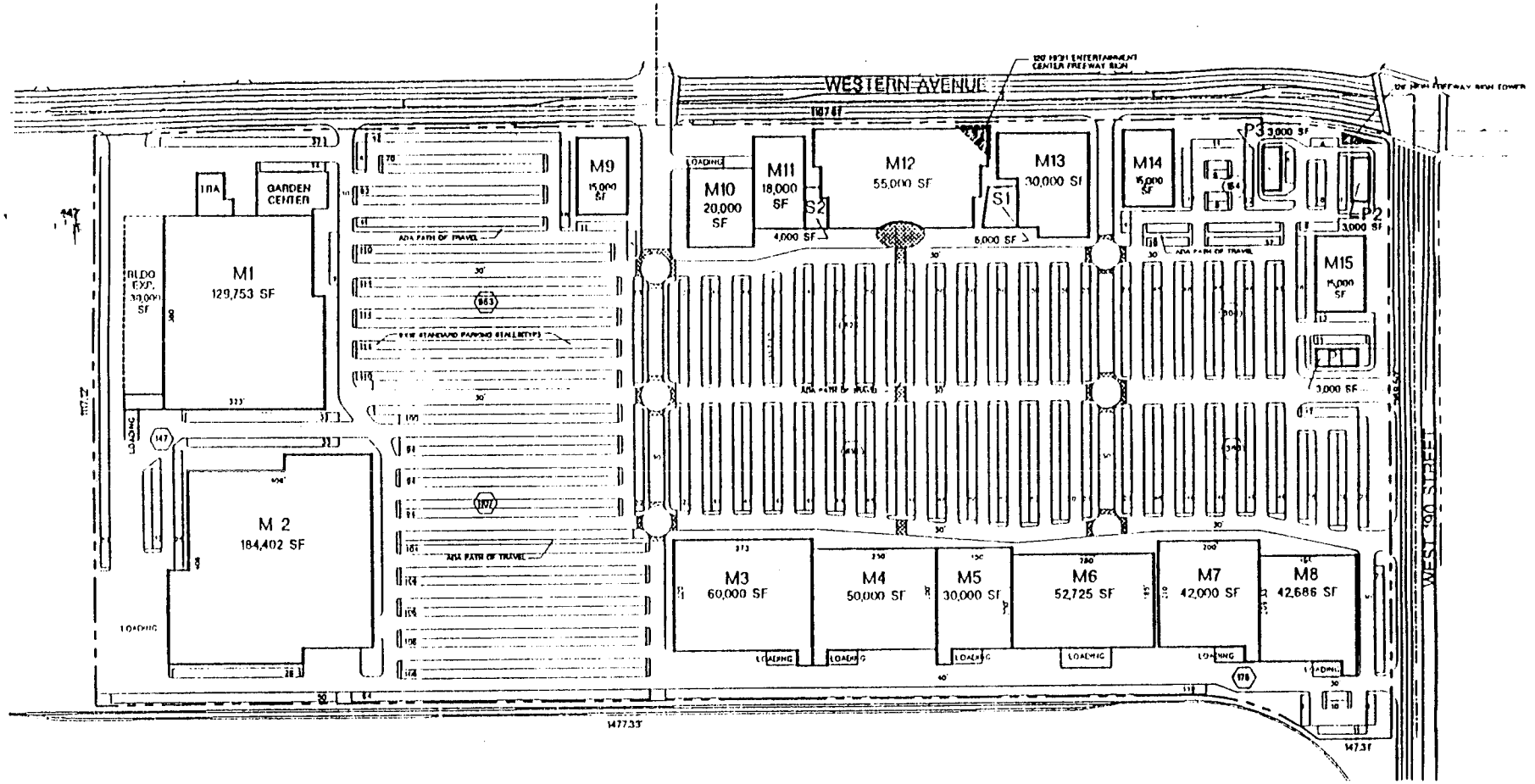


Figure 8 View of the Northern Boundary of the Project Site from 190th Street.



SUMMARY

LAND AREA	•	2,934,507 SF (67.36 AC)
BUILDING AREA	•	807,566 SF*
LAND/BUILDING RATIO	•	2.63/1 (27.5%)
PARKING PROVIDED	•	4,439 STALLS
PARKING RATIO	•	5.49/1000

*INCLUDES 30,000 SF EXPANSION AREA OF M 1

VICINITY MAP •

CLIENT •

LOCKHEED MARTIN CORPORATION
6801 Rockledge Drive
Bethesda, Maryland 20817
Telephone (301) 897-6823

COMMERCIAL PROJECT •

SEC WESTERN AVE. & WEST 190 TH ST.

LOS ANGELES, CA

SCHEME "D"

5/12/95 MAI
94 42811

SITE PLAN

THIS PLAN HAS BEEN PREPARED WITHOUT BENEFIT OF A COMPLETE SURVEY. IT IS CONCEPTUAL IN NATURE AND NO GUARANTEE OF ITS ACCURACY IS IMPLIED.

SCALE 1" = 100'

0 100' 150' 200' 300' 500'

NORTH

Musil Perkowitz Ruth, inc.
Architecture
Planning

BOE-C6-0115968

DEPARTMENT OF CITY PLANNING
SUBDIVIDER'S STATEMENT

(1) Case No. _____

(5) Date of Filing _____

(2) Tract No. 52045 XXX Vesting / / Tentative

The following information is required by the various City departments; failure to furnish it completely will delay action and result in the issuance of a notice of incomplete application.

(3) Street address of property (per Room 460, City Hall)

19200 Western Avenue (N/(S)/W/E, of) 190th Street
(circle one)

Map reference location:

(4) Zoning Atlas Book No. 3 Page (CWS) 599 Grid 50 - V & W

(6) Census Tract No. 2920 District Map No. 57B193
Thomas Bros. Map: Page No. 763 Grid No. J3

(7) Proposed number of lots _____

(8) Tract area: 67.4 net acres within tract border; 71.5 gross acres.
2,935,944 net square feet after required dedication.

(9) Tract proposed for:

	(10) Units/ Sq. Ft.	Parking	Guest Parking*
Single-Family-(SF)		NA	
Apartments-(APT)			
Condominiums-(C)			
Condominium Conversion-(CC)			
Commercial-(CM)	810,000 sq. ft.	4,400	
Industrial-(IND)			
Stock Cooperative-(SC)			
Commercial Condo Conversion-(CMCC)			
Industrial Condo Conversion-(INDCC)			
Commercial Condominiums-(CMC)			
Industrial Condominiums-(INDC)			
Reversion to Acreage - (RV)			
Other (specify) _____ (O)			

(11) Number/type of units to be demolished all previous buildings demolished

(12) Community Plan area Harbor-Gateway Council District # 15

(13) Community planning designation heavy industrial to _____ DU's/GA

*multiple dwelling projects only

CP-6111 (05/11/90)

BOE-C6-0115969

(14) The existing zone is M3-1. The proposed zone is M3-1 approved under City Planning Case No. _____ on _____ by the ( ) City Planning Commission and/or ( ) City Council (CF No. _____).

a. Has the tract map been filed to effectuate a zone change?
Yes ( ) No (XX).

b. Is a building line/zone boundary adjustment/or a zone change to a more restrictive zone incident to a subdivision being requested?
Yes ( ) No (XX).

c. Is an application for a zone change to a less restrictive zone incident to a subdivision being concurrently filed?
Yes ( ) No (XX).

d. Has the property been considered at a public hearing for a Conditional Use ( ), Variance ( ), Other (specify) N/A
Under Case Nos.: _____

(15) Are there any oak trees on this property? Yes ( ) No (XX
How many? ___

If yes, how many are 8 inches or more in diameter? _____
How many absolutely must be removed? _____

Are there other trees 12 inches or more in diameter? Yes ( ) No ( )

If yes, how many? _____. How many must be removed? _____
Indicate type and trunk diameter of each tree, and whether the tree is to be retained or removed, on a tree map superimposed on the tentative map (Attach a list, if necessary).

(Notice of incomplete application will be issued if the tree information is not included).

(16) Is proposed tract in a slope stability study (hillside) area?
Yes ( ) No (XX)
In a fault rupture study area? Yes ( ) No (XXX)

(17) Is subdivision within the vicinity of the Mulholland Scenic Parkway?
Yes ( ) No (XX)

(18) Is proposed tract in a flood hazard area, hillside area, floodway or mudprone area? Yes ( ) No (XXX)
Filing requirement: submit the hillside and flood hazard area data sheet.

(19) Are there any existing or formerly used gasoline, oil, gas pipelines or wells within the project site? Yes ( ) No (XXX). Show all easements on tentative tract map.

(20) Is more than one final map unit proposed? Yes ( ) No (XXX) If yes, attach a sketch showing each unit or phase.

(21) Tenant information for demolitions and conversions (attach CP-6345).

(22) Is the project in a horsekeeping (K) district? Yes ( ) No (XX)
Is the project within a plan-designated horsekeeping area? Yes ( ) No (XX)
Is the project in an RA or more restrictive zone? Yes ( ) No (XX)

(23) If the tract is for condominium or cooperative conversion purposes, list:

a. Anticipated range of sales prices _____
b. Anticipated sales terms to tenants _____
Note: Attach separate sheet, if necessary.
c. Number of existing parking spaces _____. A certified parking plan is required for all conversions.

(24) Is a haul route approval being requested at this time? Yes ( ) No (XX)
(WILL BE REQUESTED AT A LATER DATE)

(25) Has a Land Development Counseling Session taken place? Yes ( ) No ( )
If so, what is LDCC No. _____?

(26) Describe your proposal briefly here or on an attached sheet:
Commercial/retail shopping center with retail stores, restaurants, movie theaters, and possibly a grocery store. Parking to be provided on a surface parking lot, with access driveways off 190th Street and Western Avenue. Subdivision will create legal parcels for each retail tenant.

I certify that the statements on this form are true to the best of my knowledge.

Signed _____ _____

Date _____ Date _____

RECORD OWNER(S)
(From Latest Adopted Tax Roll)

Name International Light Metals
Address 1515 W. 190th Street #455
City Gardena, CA 90248
Phone (310)352-3372

Name _____
Address _____
City _____
Phone _____

SUBDIVIDER

Name Lockheed Martin Corp./Mr. William Snow
Address 6801 Rockledge Drive
City Bethesda, MD 20817
Phone (301)897-6000

Name _____
Address _____
City _____
Phone _____

ENGINEER OR LICENSED SURVEYOR

Name L. Paul Cook/C.W. Cook Co., Inc.
Address 11835 W. Olympic Bl. #375
City Los Angeles, CA 90064
Phone (310)312-8222

APPENDIX A: TECHNICAL REPORTS

Jerry Kovacs and Associates Inc.

GEOTECHNICAL ENGINEERING INVESTIGATION
PROPOSED REGIONAL SHOPPING CENTER
SOUTHWEST CORNER OF 190TH STREET
AND WESTERN AVENUE
TORRANCE, CALIFORNIA

FOR

MARTIN MARIETTA CORPORATION
FILE NO. 15955-S JUNE 9, 1995

CONSULTING GEOTECHNICAL ENGINEERS

11430 VENTURA BLVD., STUDIO CITY, CALIFORNIA 91604-3182 (818) 980-0825 (213) 877-2757 FAX (818) 980-1524

GEOTECHNICAL ENGINEERING INVESTIGATION

PROPOSED REGIONAL SHOPPING CENTER

SOUTHWEST CORNER OF 190TH STREET AND WESTERN AVENUE

TORRANCE, CALIFORNIA

INTRODUCTION

This report presents the results of the geotechnical engineering investigation performed on the subject property. The purpose of this investigation was to evaluate the nature of the soils underlying the site, to ascertain their engineering properties, and to provide recommendations for site preparation, grading, foundation design, retaining wall design, expansive soils, resistance to lateral loading, floor slabs, and temporary excavations.

This investigation included excavating six exploratory borings, obtaining representative samples, laboratory testing, engineering analysis, review of available geotechnical engineering information and the preparation of this report. The exploratory boring locations are shown on the enclosed Plot Plan. The results of the exploration and the laboratory tests are shown in the Appendix of this report.

Intent

It is the intent of this report to aid in the design and completion of the proposed project. Implementation of the advice presented in this report is intended to reduce certain risks associated with construction projects. The professional opinions and geotechnical advice contained in this report are sought because of special skill in engineering and geology. Jerry Kovacs and Assoc. has a duty to exercise the ordinary skill and competence of members of our profession. Those who hire Jerry Kovacs and Assoc. are not justified in expecting infallibility, but can expect reasonable care and competence. Jerry Kovacs and Assoc. provides services, not insurance.

STRUCTURAL CONSIDERATIONS

Information concerning the proposed development was furnished by Tom Bruhl of Musil, Perkowitz, Ruth Architects. The proposed structures are anticipated to be of single story concrete block masonry construction with steel roof members. Column loads are expected to be between 75 and 100 kips. Wall loads will be between 2 and 5 kips per foot. These loads reflect the dead plus live load, of which the dead load is 75 percent. Grading will consist of removal and recompaction of existing unsuitable soils as well as placement of controlled fill to attain the desired site drainage gradients. Placement of fill is presently thought to vary from 5 to 15 feet across the site.

In the event of any changes in the design or location of any structure, as outlined in this report, the recommendations contained herein should not be considered valid unless the changes are reviewed and recommendations are modified or reaffirmed after such review.

SITE CONDITIONS

The property is located at the southwest corner of 190th Street and Western Avenue in the Torrance area of the City of Los Angeles, California. The site consists of approximately 60 acres whereon, at the time of exploration, existing structures were being demolished and undergoing environmental remediation. The site had been an aircraft manufacturing enterprise for many years. The site is roughly level with no pronounced highs or lows. Channelized storm drains exist on the northerly and easterly edges of the property. The northerly drainage structure is an open channel while the drainage structure on the east is a culvert with local openings for cleanouts and inlets.

The neighboring development consists of commercial structures on most adjacent properties. Vegetation is virtually nonexistent due to the long standing manufacturing use of the property. Drainage is by sheetflow along the existing contours to storm drains on the northerly and easterly edges of the property.

EXPLORATION AND TESTING

General

The site was explored on May 17, 1995 by drilling six exploratory borings. The borings varied in depth from 20 to 40 feet. The borings were excavated with the aid of a truck mounted rotary drilling machine and were approximately 8 inches in diameter. The boring locations are shown on the Plot Plan and the soils encountered are logged on Plates A-1 through A-9.

Samples of the soils encountered in the borings were obtained and transported to the laboratory. The results of the laboratory tests, along with a description of the exploration and laboratory test procedures used are given in the Appendix.

Earth Materials

No fill materials were encountered during the exploration performed by this firm. The native soils encountered during exploration consist of sandy clays, silty sands, sands and clayey silts which are tan to dark brown with orange staining. The native soils are slightly moist to moist, medium dense to very dense and very firm to stiff.

The native soils consist predominantly of detrital sediments deposited by river and stream action typical to this area of Los Angeles County. More detailed soil profiles may be obtained from individual boring logs.

Research

Available geologic and soils engineering information for the site was reviewed, including boring logs by Geraghty & Miller, Inc. Geraghty & Miller, Inc. drilled over 300 borings on the subject property between September of 1994 and April of 1995. Most of the deeper borings have been included in Appendix B herein. These borings are numbered P 6-10, B 1-6, RB 3-6, 11, 13, 14, 17, 20, 22-24, 27, 29, 33, 35, 37, 38, 60-62, 71, 130, 150, 159 and 201. They range from 70 to 95 feet in depth.

The soils encountered in the borings drilled by Geraghty & Miller, Inc. were substantially similar to those encountered during the exploration performed by this firm. The enclosed Geraghty & Miller borings also did not encounter fill materials.

Caving and Groundwater

Groundwater and caving were not encountered during exploration performed by this firm. However groundwater was encountered in the at depths ranging from 68 to 74 feet below

ambient site grade in the borings drilled by Geraghty & Miller, Inc. Caving could not be directly observed during exploration due to the type of drilling equipment utilized.

Fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, and other factors not evident at the time of the measurements reported herein. Fluctuations also may occur across the site. High groundwater levels can result in changed conditions.

REGIONAL GEOLOGY AND SEISMICITY

Regional Setting

The subject site is in the extreme northern portion of the Peninsular Ranges Geomorphic Province and south of the Transverse Ranges Geomorphic Province. The Peninsular Ranges are dominated by northwest-trending, strike-slip faults. The Transverse Ranges are dominated by east-west trending, reverse and thrust faults. The site is underlain by unconsolidated sediments deposited by river and stream action, most likely in excess of 200 feet of depth.

Tectonics of this region are controlled by the relative motion of the Pacific and North American crustal plates. The east-west trending structure of the Transverse Ranges province is believed

to be a consequence of compression between the Pacific and North American plates and rotation of the province around the "Big Bend" in the San Andreas fault system which is north of the Tejon Pass.

FAULTING

General

Faults may be categorized as active, potentially active or inactive. Active faults are those which have shown historical activity. Potentially active faults are those which have not shown historical activity but show strong indications of geologically recent activity, Holocene (11,000 years before present) or Pleistocene (2 to 3 million years before present). Inactive faults do not show signs of Holocene or Pleistocene activity.

Fault Locations

No known active faults pass beneath the site, nor is the site located within any Alquist-Priolo Special Studies Zone. The Alquist-Priolo Special Studies Zones are areas determined by the state geologist as effected by potentially and recently active traces of earthquake faults. In is the opinion of this firm, there is little probability of surface fault rupture occurring beneath the site.

The closest active fault to the site is the Newport-Inglewood fault located about 2.6 miles from the site. In addition the Palos Verdes fault is within 10 miles of the site. A list of active faults within a 50-mile radius of the site and their distances to the site is presented in Table I.

HISTORIC SEISMICITY

As with all of Southern California, the site has experienced historic earthquakes from various regional faults. The epicenters of recorded earthquakes with magnitudes equal to or greater than 5.0 within a radius of 50 miles of the site are shown on Table II. The computer program EQSEARCH was used to compile this data. The historic seismic record indicates that 54 earthquakes of Richter magnitude 5.0 and greater have occurred within 50 miles of the site between the years 1800 and 1995. Larger, more distant earthquakes, such as the 1857 Fort Tejon earthquake on the San Andreas Fault have also affected the site.

The nearest earthquake epicenter from this record is a magnitude 5.0 aftershock of the 1933 Long Beach Earthquake which was approximately two miles from the site. The epicenter of the February 9, 1971 Sylmar Earthquake was on the order of 39 miles from the site and the epicenter of the October 1, 1987 Whittier Narrows Earthquake was approximately 19 miles from the site.

Table II indicates that the site is 28 miles from the epicenter of the magnitude 6.8 Northridge Earthquake of January 17, 1994. This event occurred on a previously unknown buried thrust fault underlying the San Fernando Valley. Ground rupture associated with the earthquake has not been found, however Global Positioning Satellite data indicates that associated vertical and lateral displacement was up to 15 inches and 9 inches respectively. The lateral displacement indicates a northwesterly shift. The margin of error in this data is reportedly on the order of 1/2 inch.

Reliable, preliminary California Strong Motion Instrumentation Program (CSMIP) records indicate free-field peak horizontal accelerations as high as 0.91g at the County hospital in Sylmar, approximately 9 miles from the epicenter. Reliable peak vertical accelerations as high as 0.60g were recorded at the same station.

GROUND MOTION

General

The seismic exposure of the site may be investigated in two ways. The deterministic method assigns a maximum earthquake to a fault derived from formulas which correlate the length of the fault trace to the theoretical maximum Richter magnitude earthquake. The probabilistic

method considers the probability of exceedance of various levels of ground motion is calculated by consideration of risk contributions from regional faults.

Deterministic Method

The deterministic approach recognizes two levels of earthquakes (Maximum Probable and Maximum Credible) postulated on regional faults and the ground motion attenuated to the site for rough seismic design parameters. The maximum credible earthquake, as described by Greensfelder (1973), is the theoretical maximum event which could occur along a fault. The maximum credible earthquake assigned to a fault is derived from formulas which correlate the length of the fault trace to the theoretical maximum Richter magnitude earthquake. The maximum probable earthquake is the maximum earthquake that may reasonably be expected within a 100-year period (Greensfelder, 1974).

Table I presents a deterministic approach. The computer program EQFAULT was utilized to make these calculations. Maximum credible and maximum probable earthquake magnitudes are assigned to all regional faults. The ground motion generated by such earthquakes is attenuated to the site using a typical attenuation equation, in this case Joyner and Boore (1982).

Using this methodology, the maximum credible earthquake is generated by a magnitude 7.5 event on the Palos Verdes fault and generates a peak horizontal acceleration at the site of 0.5g.

The maximum probable earthquake is generated by a magnitude 6.75 event on the Palos Verdes fault, generating 0.34g at the site.

Probabilistic Method

The probabilistic method uses earthquake activity levels, earthquake magnitude distributions, fault lengths, and other parameters estimated for regional faults. The probability of exceedance of various levels of ground motion is calculated by summing the risk contributions of all of the regional faults to obtain values for the site.

For this study, 24 regional faults were used. These 24 are within the specified search radius of 50 miles from the site. Figures III and IV show the return period of various levels of peak horizontal acceleration and the probability of exceedance of various acceleration levels for various structural lifes. The typical earthquakes used for design are often taken as those with 10 percent and 50 percent probability of exceedance in a 50 year structural life (Applied Technology Council, 1978; 1987).

The 50 percent probability earthquake, with a corresponding return period of 72 years, would take the place of the maximum probable earthquake in the deterministic analysis discussed above. Although not always taking the place of the maximum credible earthquake, the 10 percent probability earthquake, with a return period of 475 years, is taken as a maximum event.

The computer program FRISK89 was utilized to make these calculations. The 10 percent and 50 percent probability (for 50 year life) earthquakes are expected to generate motions of 0.54g and 0.26g, respectively.

The data used for performing the probabilistic seismic hazard analysis comes from recorded and measured quantities such as slip-rate and fault rupture length. The analysis does not take into account the potential hazards from buried thrust faults, many of which are still to be identified. The unexpectedly large horizontal and vertical strong motions recorded from the recent Northridge earthquake are an example of this.

SECONDARY SEISMIC EFFECTS

In addition to possible strong ground motions at the site, other secondary effects of a strong nearby earthquake were considered. These include liquefaction, landsliding, flooding and earthquake-induced settlement.

Liquefaction

Liquefaction involves a sudden loss in strength of a saturated, cohesionless soil which is caused by shock or strain and results in temporary transformation of the soil to a fluid mass. If the liquefying layer is near the surface, the effects are much like that of quicksand on any structure

located on it. If the layer is in the subsurface, it may provide a sliding surface for the material above it.

Liquefaction typically occurs in areas where the groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine to medium-grained sand. In addition to the necessary soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to bring on liquefaction.

According to United States Geologic Survey Professional Paper 1360, "Evaluating Earthquake Hazards in the Los Angeles Region", J.T. Ziony, Editor, 1985, the liquefaction potential for the site is in very low range. This determination is based on groundwater depth, soil type and distance to a fault capable of producing a substantial earthquake. Groundwater was encountered in the deeper borings by Geraghty & Miller at depths of 68 to 74 feet below site grades which would tend to confirm the very low liquefacion potential designation.

Landsliding

The probability of seismically-induced landslides occurring on the site is considered to be very low due to the general lack of slope geometry across the site.

Flooding

The site is far and/or high enough from the ocean or lakes such that it would not be prone to hazards of a tsunami, seiche, or flooding from a breached upgradient reservoir.

Seismically-induced Settlement

The potential for dynamic settlement of the underlying alluvial soils is considered low due to their generally dense and consolidated nature. Some localized settlement of compacted fills should be anticipated in the event of strong ground shaking. Settlements of bridge fill abutments such as those adjacent to the Simi Valley Freeway during the Northridge earthquake, are common.

CONCLUSIONS AND RECOMMENDATIONS

General

Based upon the exploration, laboratory testing, and research, it is the finding of this firm that the proposed grading and construction of the proposed buildings is feasible from a geotechnical engineering standpoint provided our advice and recommendations are followed and are implemented during construction. Conventional foundations bearing in newly placed controlled

fill are recommended for foundation support. Existing concrete slabs and structures may remain in place as long as provisions are made for drainage and future construction.

In order to allow adequate subgrade drainage, concrete should be perforated a minimum of every 12 feet on center. The perforations should be a minimum of two feet in diameter.

Foundations for the proposed structures should be underlain by a minimum of three feet of newly placed controlled fill. This minimum depth of fill will serve to reduce differential settlement due to variations in the subgrade caused by underlying concrete structures. In addition the minimum depth of fill will allow a minimal working area for the installation of underground utilities which could therefore avoid the underlying concrete structures.

Subterranean structures which consist of excavations supported by permanent concrete retaining walls should be filled with compacted soil, gravel or lean concrete. In addition these structures should have their floors perforated to allow for drainage.

Shallow subterranean structures, 15 feet or less in depth, may be filled with compacted gravel or soil. Deeper subterranean structures, 15 feet or more in depth, should be filled with lean concrete. A minimum of 3-sack lean mix is recommended. For placement of lean concrete below 25 feet in depth, pumping is recommended so that the lean mix is not allowed to free-fall

more than 20 feet. Free falling concrete can separate into its constituents resulting in little or no overall strength.

Tunnels exist on the site in certain locations. It is recommended that a structural engineer inspect the tunnels for their ability to remain without change. In particular, the nature and quality of the concrete and reinforcing of the top and its adequacy to support planned additional earth and structural loading should be considered. Should the structural engineer allow the tunnels to remain as they presently exist, the tunnels should be sealed by placement of a reinforced concrete plug adequate to resist the anticipated additional earth and structural load.

The subsurface conditions described herein have been projected from borings on the site as indicated and should in no way be construed to reflect any variations which may occur between these borings or which may result from changes in subsurface conditions.

SEISMIC DESIGN CONSIDERATIONS

General

The principal seismic hazard to the proposed structure is strong ground shaking associated with an expected large earthquake on an unknown buried thrust fault such as the one which caused the Northridge Earthquake of January 17, 1994, and the October 1, 1987, Whittier earthquake.

This conclusion is based upon the violent nature of the associated shaking and proximity to the site. In addition, relatively high peak vertical ground accelerations were recorded.

Based on the 1991 Uniform Building Code (UBC) Table 23-J, a Site Coefficient of 1.2 may be utilized for design. This would be Type S_2 from the referenced Table.

FILL SOILS

No fill materials were encountered in the borings excavated by this firm, any fill generated or encountered during demolition should be removed and replaced as controlled fill prior to placement of additional controlled fill.

EXPANSIVE SOILS

The onsite soils are in the moderate expansion range. The Expansion Index was found to be between 73 and 90 for samples 1-1'-5', 2-0'-3', and 6-1'-4'. All were bulk samples remolded to 90 percent of the laboratory maximum density. Additional reinforcing is required as noted in the "Foundation Design" and "Floor Slabs" sections of this report.

SITE DRAINAGE

All site drainage should be collected and transferred to the street in non-erosive drainage devices. The proposed structures should be provided with roof drainage. Drainage should not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall. Drainage should not be allowed to flow uncontrolled over any descending slope.

GRADING

The following guidelines may be used in preparation of the grading plan and job specifications. The opportunity of reviewing the contract documents prior to the solicitation of bids to see that the intent of our recommendations is conveyed to the contractor is appreciated.

A. The areas to receive compacted fill shall be stripped of all vegetation, existing fill, and soft or disturbed soils. The excavated area shall be observed by the soils engineer prior to placing controlled compacted fill.

B. The proposed building areas should have a minimum of three feet of newly placed fill below the bottom of all foundations. The excavation shall extend at least five feet beyond the edge of foundations or for a distance equal to the depth of fill below the foundations, whichever is greater. The excavated areas shall be observed by the soils engineer prior to placing compacted fill. The exposed grade shall then be scarified to a depth of six inches, moistened to optimum moisture content, and recompacted to 90 percent of the maximum density.

C. Fill, consisting of soil approved by the soils engineer, shall be placed in compacted layers with suitable compaction equipment. The excavated onsite materials are considered satisfactory for reuse in the controlled fills. Any imported fill shall be observed by the soils engineer prior to use in fill areas. Rocks larger than six inches in diameter shall not be used in the fill.

D. The fill shall be compacted to at least 90 percent of the maximum laboratory density for the materials used. The maximum density shall be determined by ASTM D 1557-78 or equivalent.

E. Field observation and testing shall be performed by the soils engineer during grading to assist the contractor in obtaining the required degree of compaction and the proper moisture content. Where compaction is less than required, additional compactive effort shall be made with adjustment of the moisture content, as necessary, until 90 percent compaction is obtained.

F. Utility trenches should be properly backfilled in accordance with the following. The pipe should be bedded with clean sands to a depth of at least one foot over the pipe. The remainder of the backfill may be onsite soil compacted 90 percent per ASTM D-1557.

Fill Slopes

Fill slopes may be constructed at a 2:1 gradient per the enclosed calculations and shall be keyed into native alluvial soils. Keyways should be a minimum of 12 feet wide and 3 feet into native soils as measured on the downslope side.

The fill slope shall be either over built and trimmed back to expose the compacted inner core, or the outer ten horizontal feet shall be compacted to a minimum of 92 percent of the maximum density as determined by ASTM D 1557-78 or equivalent.

FOUNDATION DESIGN

Conventional

Conventional foundations may bear in newly placed controlled fill. Wall foundations may be designed for a bearing value of 2500 pounds per square foot, and should be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material.

Column foundations may be designed for a bearing value of 3000 pounds per square foot, and should be a minimum of 24 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material.

The bearing value increase for each additional foot of width is 60 pounds per square foot. The bearing value increase for each additional foot of depth is 150 pounds per square foot. The maximum recommended bearing value is 4000 pounds per square foot. If depth increases are utilized for the foundations, this office should be provided a copy of the final construction plans so that compliance with the intent of the recommendations presented herein could be properly reviewed and revised, if necessary.

The bearing values indicated above are for the total of dead and frequently applied live loads, and may be increased by one third for short duration loading, which includes the effects of wind or seismic forces.

Since the recommended bearing value is a net value, the weight of concrete in the foundations may be taken as 50 pounds per cubic foot and the weight of the soil backfill may be neglected when determining the downward load on the foundations.

Due to a moderate expansion potential for the onsite soils, all foundations should be reinforced with a minimum of four #4 steel bars. Two should be placed near the top of the footing, and two should be placed near the bottom.

Foundations bearing in controlled fill which are to be constructed adjacent to property lines and/or existing structures should be deepened, as appropriate, to bear below a 1:1 plane of foundation action projected up from the toe of the newly placed controlled fill. Foundations bearing in controlled fill which are to be constructed immediately adjacent to property lines and/or existing structures should be deepened to bear solely in native soils. Where footing excavations will leave an adjacent structure unsupported, they should be excavated in 8 foot slots by the A-B-C method.

All footing excavations should be observed by personnel of this firm to verify penetration into firm undisturbed natural soils. Foundations should be deepened if necessary to extend into satisfactory soils. Footing excavations should be cleaned of all loose soils prior to placing steel and concrete. Any required footing backfill should be mechanically compacted, flooding is not permitted.

Lateral Design

Resistance to lateral loading may be provided by friction acting at the base of foundations and by passive earth pressure. An allowable coefficient of friction of 0.4 may be used with the dead load forces.

Passive earth pressure for the sides of foundations poured against undisturbed or recompacted soil may be computed as an equivalent fluid having a density of 300 pounds per cubic foot with a maximum earth pressure of 3000 pounds per square foot. When combining passive and friction for lateral resistance, the passive component should be reduced by one third. A one-third increase in the passive value may be used for wind or seismic loads.

Foundation Design Summary

	Bearing Value (psf)	Width Increase (psf)	Depth Increase (psf)	Maximum Bearing Value (psf)
Wall Foundations	2500	60	150	4000
Column Foundations	3000	60	150	4000
Coefficient of Friction	0.4			
Passive Earth Pressure	300 pounds per cubic foot			
Max. Passive Earth Pressure	3000 pounds per square foot			

Foundation Settlement

Settlement of the foundation system is expected to occur on initial application of loading. The maximum settlement is expected to be 3/4 inch and occur below the heaviest loaded columns. Differential settlement is not expected to exceed 1/4 inch.

RETAINING WALL DESIGN

Cantilever Retaining Walls

Retaining walls supporting a level backslope may be designed utilizing a triangular distribution of pressure, and an equivalent fluid pressure of 30 pounds per square foot per foot of depth. For this equivalent fluid pressure to be valid, walls which are to be restrained at the top should be backfilled prior to the upper connection being made. Additional active pressure should be

consultant should be retained in order to recommend a product or method which would provide protection to below grade walls.

Retaining Wall Drainage

Retaining walls should be provided with a subdrain or weepholes covered with a minimum of 12 inches of gravel, and a compacted fill blanket or other seal at the surface. Retaining walls may be backfilled with a minimum of 12 inches of gravel adjacent to the wall to within 2 feet of the ground surface. The onsite earth materials, when used for retaining wall backfill, should be compacted to a minimum of 90 percent of the maximum density as determined by ASTM D 1557-78 or equivalent.

The City of Los Angeles Department of Building and Safety requires that their inspectors observe the bottom and subdrain pipe or weep holes behind a retaining wall prior to placement of gravel or compacting backfill. Certain types of subdrain pipe are not acceptable to the various municipal agencies, it is recommended that prior to purchasing subdrainage pipe, the type and brand is cleared with the proper municipal agencies. Subdrainage pipes should outlet to an acceptable location.

Retaining Wall Backfill

Any required backfill should be mechanically compacted in layers not more than 8 inches thick, to at least 90 percent of the maximum density obtainable by the ASTM Designation D 1557-70 method of compaction. Flooding should not be permitted. Proper compaction of the backfill will be necessary to reduce settlement of the backfill and to reduce settlement of overlying walks and paving. Some settlement of required backfill should be anticipated, and any utilities supported therein should be designed to accept differential settlement, particularly at the points of entry to the structure.

SLABS ON GRADE

Floor Slab Support

Slabs on grade should be cast over properly compacted fill materials. Any soils loosened or over-excavated should be wasted from the site or properly compacted to 90 percent of the maximum dry density. The lower floor slab may be supported directly on the exposed grade, provided the lower floor would not be adversely affected by moisture.

In any areas where dampness would be objectionable, it is recommended that the floor slab be supported on an impermeable moisture barrier. If the membrane is used, a low-slump concrete should be used to minimize possible curling of the slabs. The barrier should be covered with a thin layer of sand, to prevent punctures and aid in the concrete cure.

Slab Reinforcing

Floor slabs should be reinforced with a minimum of 6x6-6/6 or 12-W5.8 welded wire fabric. As an alternative, floor slabs may be reinforced with #3 steel bars on 18-inch centers each way.

Paving

Prior to placing paving, the existing grade should be scarified to a depth of 12 inches, moistened as required to obtain optimum moisture content, and recompacted to 90 percent of the maximum density as determined by ASTM D 1557-78. The client should be aware that removal of all existing fill in the area of new paving is not required, however, pavement constructed in this manner will most likely have a shorter design life and increased maintenance costs. The following pavement sections are recommended:

Service	Pavement Thickness Inches	Base Course Inches
Passenger Cars	3	4
Moderate Trucks	4	6

Base course should be crusher run (CRB) or decomposed granite.

SITE VISIT

It is recommended that all foundations be observed by the geotechnical engineer's representative prior to placing concrete or steel. Any fill which is placed should be observed, tested, and verified if used for engineered purposes. Please advise this office at least twenty-four hours prior to any required site visit.

The City of Los Angeles requires that the entire length of subdrain behind retaining walls be observed by a representative of this firm. In addition the pipe must be checked by a representative of this firm that it is an approved grade. All gravel backfill above the subdrain must be observed by our representative prior to placing a minimum of two feet of controlled fill as a cap. Where the area between the wall and the excavation exceeds 18 inches, the gravel must be vibrated or wheel-rolled, and must be tested.

If conditions encountered during construction appear to differ from those disclosed herein, notify this office immediately so the need for modifications may be considered in a timely manner. Compliance with the design concepts, specifications or recommendations during construction requires review by this firm during the course of construction.

Respectfully submitted,
JERRY KOVACS AND ASSOCIATES, INC.

EDWARD F. HILL
Geotechnical Engineer/Engineering Geologist

JERRY KOVACS
Geotechnical Engineer

EFH:JK:sm

Enc: Plot Plan
Appendix A
Exploration and Lab Testing Drill Log
Plates A-1 through A-
Plates B-1 and B-2
Plates C-1 through C-7
Calculation Sheet (1)
Table I Faults in the Vicinity of the Site
Figure I Faults in the Vicinity of the Site
Table II Earthquakes which have effected the site
Figure II Earthquakes which have effected the site
Figure III Average Return Period vs. Acceleration
Figure IV Probability of Exceedence vs. Acceleration
Appendix B
Boring Logs by Geraghty & Miller (142)

xc: (4) Addressee
(2) Musil Perkowitz Ruth Architects
Attn: Tom Bruhl
(6) C.W. Cook, Attn: Craig Lawson
(1) Thomas Wolff & Co.
(1) Environmental Science Assoc., Attn: Wendy Lockwood

APPENDIX B: MITIGATION MONITORING PROGRAM

The draft Mitigation Monitoring program is presented herein. Each required mitigation measure is listed and categorized by impact area, with an accompanying discussion of:

- the agency or agencies responsible for implementation;
- the phase of the project during which the measure should be monitored;
    - pre-construction
    - construction
    - post-occupancy
- the enforcement agency; and,
- the monitoring agency.

The project applicant shall demonstrate compliance with each mitigation measure in a written report submitted to the applicable enforcement agency prior to issuance of a Building Permit or Certificate of Occupancy, and, as applicable, provide periodic reports regarding compliance with such conditions.

EARTH

GRADING

Project shall adhere to the recommendations of the geotechnical report and Grading Division of the Department of Building and Safety for foundation, excavation, and subdrain system, etc., as presented below:

- The areas to receive compacted fill shall be stripped of all vegetation, existing fill, and soft or disturbed soils. The excavated area shall be observed by the soils engineer to ensure that the areas have been stripped prior to placing controlled compacted fill.
- The proposed building areas should have a minimum of three feet of newly placed fill below the bottom of all foundations. The excavation shall extend at least five feet beyond the edge of foundations or for a distance equal to the depth of fill below the foundations, whichever is greater. The exposed grade shall then be scarified to a depth of six inches, moistened to optimum moisture content, and recompacted to 90 percent of the maximum density.
- Fill, consisting of soil approved by the soils engineer, shall be placed in compacted layers with suitable compaction equipment. The excavated on-site materials are considered satisfactory for reuse in the controlled fills. Rocks larger than six inches in diameter shall not be used in the fill.

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- The fill shall be compacted to as least 90 percent of the maximum laboratory density for the materials used. The maximum density shall be determined by ASTM D 1557-78 or equivalent.

- Field observation and testing shall be performed by the soils engineer during grading to assist the contractor in obtaining the required degree of compaction and the proper moisture content. Where compaction is less than required, additional compactive effort shall be made with adjustment of the moisture content, as necessary, until 90 percent compaction is obtained.

- Utility trenches should be properly backfilled in accordance with the following. The pipe should be bedded with clean sands to a depth of at least one foot over the pipe. The remainder of the backfill may on on-site soil compacted 90 percent per ASTM D-1557.

- All sites drainage shall be collected and transferred to the street in non-erosive drainage devices. The proposed structures shall be provided with roof drainage. Drainage shall not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall. Drainage shall not be allowed to flow uncontrolled over any descending slope.

- Fill slopes may be constructed at a 2:1 gradient per the geotechnical engineer's calculations and shall be keyed into native alluvial soils. Keyways should be a minimum of 12 feet wide and 3 feet into native soils as measured on the downslope side. The fill slope shall be either over built and trimmed back to expose the compacted inner core, or the outer ten horizontal feet shall be compacted to a minimum of 92 percent of the maximum density as determined by ASTM D 1557-78 or equivalent.

- Conventional foundations may bear in newly placed controlled fill. Wall foundations may be designed for a bearing value of 2,500 pounds per square foot, and should be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material.

- Column foundations may be designed for a bearing value of 3000 pounds per square foot, and should be a minimum of 24 inches in width, 18 inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing material.

- Due to a moderate expansion potential for the on-site soils, all foundations shall be reinforced with a minimum of four #4 steel bars. Two should be placed near the top of the footing, and two should be placed near the bottom.

- Foundations bearing in controlled fill which are to be constructed adjacent to property lines and/or existing structures shall be deepened, as appropriate, to bear below a 1:1 plane or foundation action projected up from the toe of the newly placed controlled fill. Foundations bearing in controlled fill which are to be constructed immediately adjacent to property lines and/or existing structures shall be deepened to bear solely in native soils. Where footing excavations will leave an adjacent structure unsupported, they should be excavated in 8 foot slots by the A-B-C method.

- If below-grade walls are proposed, a consultant shall be retained in order to recommended a product or method which would provide protection to below grade walls.

- Retaining walls shall be provided with a subdrain or weepholes covered with minimum of 12 inches of gravel, and a compacted fill blanket or other seal at the surface. Retaining walls may be backfilled with a minimum of 12 inches of gravel adjacent to the wall to within 2 fee: of the ground surface. The on-site earth materials, when used for retaining wall backfill, shall be compacted to a minimum of 90 percent of the maximum density as determined by ASTM D 1557-78 or equivalent.

- Prior to placement of gravel or compacting backfill, City of Los Angeles Department of Building and Safety inspectors shall observe the bottom and subdrain pipe or weep holes behind a retaining wall as certain types of subdrain pipe are not acceptable to the various municipal agencies, prior to purchasing subdrainage pipe, the type and brand of pipe shall be cleared with the proper municipal agencies. Subdrainage pipes shall outlet to an acceptable location.

- Any required backfill shall be mechanically compacted in layers not more than 8 inches thick, to at least 90 percent of the maximum density obtainable by the ASTM Designation D 1557-70 method of compaction. Flooding shall not be permitted. Proper compaction of the backfill will be necessary to reduce settlement of overlying walks and paving. Some settlement of required backfill should be anticipated, and any utilities supported therein should be designed to accept differential settlement, particularly at the points of entry to the structure.

- Slabs on grade shall be cast over properly compacted fill materials. Any soils loosened or over-excavated shall be wasted from the site or properly compacted to 90 percent of the maximum dry density. The lower floor slab may be supported directly on the exposed grade, provided the lower floor would not be adversely affected by moisture.

- During construction, all grading shall be carefully observed, mapped and tested by the project engineer. All grading shall be performed under the supervision of a licensed engineering geologist and/or soils engineer in accordance with applicable provisions of the Municipal Code to the satisfaction of the City Engineer and the Superintendent of Building and Safety.

- The project shall be constructed in compliance with all applicable specifications of the Los Angeles Building Code.

- If temporary sidewalk closures are necessary, appropriate covered pedestrian walkways shall be provided.

- To reduce soil erosion, an erosion control plan shall be prepared by a California-registered Civil Engineer and implemented by the project sponsor.

- Prior to the pouring of concrete, a representative of the consulting Soils Engineer and the City Building Inspector shall inspect and approve the footing excavations.

- The Applicant shall have all haul routes for soil to be imported approved by the Superintendent of Building and Safety prior to issuance of grading permits.

Responsible Implementation Agency:	Project Applicant
Monitoring Phase:	Pre-construction, Construction
Enforcement Agency:	City of Los Angeles Department of Building and Safety
Monitoring Agency:	City of Los Angeles Department of Building and Safety

GEOLOGIC HAZARDS

- The proposed structures shall be designed and built in conformance with the City's Seismic Safety Plan, applicable portions of the Municipal Code and geotechnical reports prepared for the proposed project, subject to approval by the Department of Building and Safety.

- The project shall conform to criteria set forth in the Recommended Lateral Force Requirements and Commentary by the Structural Engineers Association of California.

- To minimize the potential for injury to project occupants, wall hangings, light fixtures, book shelves, suspended ceilings and other objects which could cause personal injury should be securely fastened to structural elements of buildings.

- To assist in response to a seismic event, an emergency response and building-specific evacuation plan shall be developed for the project and posted on each occupied floor of buildings at the site. The safety officers of companies leasing space in the project should also receive copies of that plan.

Responsible Implementation Agency:	Project Applicant
Monitoring Phase:	Pre-construction, Construction, Post-occupancy
Enforcement Agency:	City of Los Angeles Department of Building and Safety
Monitoring Agency:	City of Los Angeles Department of Building and Safety

AIR QUALITY

PROJECT CONSTRUCTION

- The project sponsor shall adhere to applicable rules and regulations of the SCAQMD to reduce both stationary and mobile source pollutant emissions.

The following shall be implemented to minimize construction activity and construction equipment emissions:

- All unpaved demolition and construction areas shall be wetted at least twice a day during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403.

- Soil binders shall be spread on site, unpaved roads, and parking areas.

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- Ground cover shall be re-established on construction site through seeding and watering.

- Trucks leaving the site shall be washed off.

- All equipment shall be properly tuned and maintained.

- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading or unloading queues would be kept with their engines off, when not in use, to reduce vehicle emissions. Construction activities shall be phased and scheduled to avoid emissions peaks, and discontinued during second-stage smog alerts.

- Stockpiles of soil, sand and similar materials shall be covered.

- A temporary wall of sufficient height to reduce windblown dust shall be erected along the perimeter of the construction site.

- Haul truck staging areas shall be approved by the Department of Building and Safety. Haul trucks shall be staged in non-residential areas with consideration of proximity and potential impact to identified sensitive receptors.

The following shall be implemented to reduce construction-related traffic congestion:

- Rideshare incentives shall be provided.

- Transit incentives for construction personnel shall be provided.

- Construction parking shall be configured to minimize traffic interferences.

- Obstruction of through-traffic lanes shall be minimized.

- A flagperson shall be provided to guide the traffic properly.

- Operations affecting roadways for off-peak traffic hours shall be scheduled.

Responsible Implementation Agency:	Project Applicant
Monitoring Phase:	Construction
Enforcement Agency:	South Coast Air Quality Management District
Monitoring Agency:	South Coast Air Quality Management District

PROJECT OPERATION

- The project shall be designed and operated to conserve energy as required by the Department of Water and Power, Southern California Gas Company, and/or other appropriate agencies.

- Access to existing and/or future downtown public transportation systems, transit stops, and pedestrian walkway systems shall be incorporated into the design of the project, subject to requirements of responsible agencies.

- Air filtration systems designed for the proposed project shall be required to reduce adverse impacts on project employees.

Responsible Implementation Agency:	Project Applicant
Monitoring Phase:	Pre-construction, Post-occupancy
Enforcement Agency:	City of Los Angeles Department of Building and Safety
Monitoring Agency:	City of Los Angeles Department of Building and Safety

The following shall be implemented to limit emissions from vehicle trips and roadway construction:

- Commuter transit incentives for employees shall be provided, such as reimbursement for public transit.

- A program of alternative work schedules shall be established.

- The movement of goods shall be scheduled during off-peak traffic hours.

- Local shuttle and regional transit systems shall be provided.

- Dedicated turn lanes shall be provided as appropriate.

- Transit shelters shall be provided.

- Bicycle lanes, storage areas and other amenities shall be provided.

- Project occupants shall comply with SCAQMD Rule 2202, which applies to any employer who employs 100 or more employees on a full or part-time basis at a worksite. This rule, which aims to reduce volatile organic compounds (VOCs), NO_x and CO, provides employers with a menu of options that they can choose from to implement and meet the emission reduction target for their worksite.

Responsible Implementation Agency:	Project Applicant
Monitoring Phase:	Post-occupancy
Enforcement Agency:	South Coast Air Quality Management District
Monitoring Agency:	South Coast Air Quality Management District

NOISE

- The project shall comply with the City of Los Angeles Noise Ordinance, Nos. 144,331 and 161,574.

- Construction shall be limited to the hours of 7:00 a.m. to 6:00 p.m.. Monday through Friday and between 8:00 a.m. and 6:00 p.m. on Saturday.

- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

- Temporary noise barriers, such as wooden barrier walls, mufflers, and noise attenuating devices shall be employed to reduce noise generated during construction.

Responsible Implementation Agency:	Project Applicant
Monitoring Phase:	Construction
Enforcement Agency:	City of Los Angeles Department of Building and Safety, Los Angeles Police Department
Monitoring Agency:	City of Los Angeles Department of Building and Safety

AESTHETICS

VISUAL IMPACTS

- The City shall require design review including a landscaping plan, architectural design and building materials prior to approval of building permits. Proposed project plans shall be subject to review and approval by the decision-makers.

- Paving materials, as approved by the City for the pedestrian/vehicular corridors, shall be of materials, color, and design to clearly denote the separation, merging, and/or intersection of pedestrian and vehicular traffic.

- A landscaping plan shall be prepared, including a street tree plan, by a licensed California landscape architect. All landscaped areas shall be maintained in a first class condition at all times. Any plants that die shall be replaced on a one for one basis.

- Selection of appropriate tree species shall be subject to approval by the Street Tree Division of Public Works Department.

- Rooftop structures shall be screened from view and utilities should be installed underground, where feasible.

- Architectural design shall be reviewed by the decision-makers. Additional setbacks and architectural treatment may be required to reduce the effect of structural massing along Western Avenue.

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- A minimum of one 24-inch box tree (minimum trunk diameter of two inches and a height of eight feet at the time of planting) shall be planted for every four surface parking space. The trees shall be dispersed within the parking area so as to shade the surface parking area and shall be protected by a minimum 6-inch high curb and landscape. Automatic irrigation plan shall be approved to the satisfaction of the City Planning Department.

- The proposed project shall be designed to ensure physical and functional compatibility of adjoining land uses, including the McDonnell Douglas property. The design shall be considered by the decision-maker to ensure functional compatibility between the project and other proposed developments in the immediate area. Consideration shall be given to physical connectors between the proposed projects (e.g. pedestrian walkways, open space corridors, etc.).

Responsible Implementation Agency:	Project Applicant
Monitoring Phase:	Pre-construction, Construction, Post-occupancy
Enforcement Agency:	City of Los Angeles Department of Building and Safety
Monitoring Agency:	City of Los Angeles Department of Building and Safety

LIGHT AND GLARE

- All lighting shall be directed on site and light sources shall be shielded so as not to be intrusive to surrounding properties.

- Potential glare impacts along Western Avenue and 190th Street shall be minimized through the use of strategic landscaping.

Responsible Implementation Agency:	Project Applicant
Monitoring Phase:	Pre-construction, Post-occupancy
Enforcement Agency:	City of Los Angeles Department of Planning and Department of Public Works
Monitoring Agency:	City of Los Angeles Department of Planning and Department of Public Works

LAND USE

- The proposed project shall be designed to ensure physical and functional compatibility of adjoining land uses, including the McDonnell Douglas development. The design shall be considered by the decision-maker to ensure functional compatibility between the project and other proposed developments in the immediate area. Consideration shall be given to physical connectors between the proposed projects (e.g. pedestrian walkways, open space corridors, etc.).

BOE-C6-0116009

- Future development of the project site shall be subject to the following findings (or overriding considerations):

  1) that the project is consistent with the intent, goals, and objectives of the community plan;

  2) that the project will not result in a precedent setting land use, intrusive or incompatible with existing land uses;

  3) that the project will not significantly impact the ambient neighborhood environmental character; and,

  4) that the project is consistent with applicable General Plan Elements (i.e. Circulation, Housing, Open Space, etc.).

Responsible Implementation Agency:	Project Applicant
Monitoring Phase:	Pre-construction, Construction, Post-occupancy
Enforcement Agency:	City of Los Angeles Department of Planning
Monitoring Agency:	City of Los Angeles Department of Planning

HUMAN HEALTH/RISK OF UPSET

- Certification by the DTSC that remediation has been completed in compliance with all applicable Federal, State, and local regulations and in accordance with approved workplans will be required prior to initiation of construction of the proposed Harbor Gateway Retail Center project. As a result public exposure to hazardous and/or waste material associated with existing site conditions by construction workers and/or the general public is not anticipated during project construction.

Responsible Implementation Agency:	Project Applicant
Monitoring Phase:	Pre-construction
Enforcement Agency:	Department of Toxic Substances Control
Monitoring Agency:	Department of Toxic Substances Control

TRANSPORTATION, CIRCULATION, DRIVEWAY/ACCESS

- The project applicant shall develop a TDM program in accordance with the City of Los Angeles TDM Ordinance No. 168,700. Given that the proposed development is primarily a retail project, it will be difficult to develop a TDM program that will significantly reduce customer trips, so the TDM program will largely be oriented toward a reduction of trips by employees, which are a small percentage of peak hour trips. The project could, however, implement the following types of measures to encourage customers to use alternate modes to access the site: install bicycle racks on the site, provide a transit information kiosk, provide

carpool/vanpool spaces in employee parking areas, or install an attractive bus shelter at the bus stop in front of the project site. The level of trip reduction anticipated in the PM peak hour due to the TDM program would not be expected to be significant enough to reduce project impacts at any of the signalized intersections where impacts were identified.

- The project applicant shall encourage Gardena and Torrance Transit to continue to provide transit service adjacent to the project and to consider enhanced service when the Harbor Gateway Retail Center is fully built and occupied. The level of trip reduction anticipated in the PM peak hour due to the TDM program would not be expected to be significant enough to reduce project impacts at any of the signalized intersections where impacts were identified. The types of measures that shall be implemented to encourage transit ridership include the following:

  - Installation of covered bus shelters at the bus stops along the project frontage on 190th Street. (Note: The Gardena Transit Line on Western Avenue runs, southbound only, so the stops are on the west side of the street, not along the project frontage.)

  - Installation of an information kiosk(s) with transit services displayed and route maps available.

- The South Bay Traffic Signal System Project is a long-range plan to interconnect traffic signals throughout the South Bay Area and tie them into traffic control centers. The system spans 23 jurisdictions, including the City of Los Angeles, and will provide significant improvement in traffic operations at signalized intersections. The first phase of the system is currently being installed along Western Avenue adjacent to the project site. The City of Los Angeles Automated Traffic Surveillance and Control (ATSAC) System, which is similar to the system being installed in the South Bay Area, has been shown to provide a 7% increase in capacity at intersections. LADOT calculates the benefits of installation of an ATSAC-type signal system as a 0.070 improvement in the V/C ratio at intersections. For such an improvement to be included as a mitigation measure for a development project, the project proponent must agree to fund the installation of the signal system improvements at a cost of $69,000 per intersection (based on 1998 installation). Many of the intersections where the Harbor Gateway Retail Center is forecast to have an impact are already included in the South Bay Signal System. The following intersections are not now included in the signal system and should be tied into the system as mitigation measures for the Harbor Gateway Retail Center:

  - Hamilton Ave./Torrance Blvd.
  - Hamilton Ave./I-1010 SB On-off ramps
  - Crenshaw Boulevard/190th Street

  The contribution of $207,000 toward the installation of signal system improvements at these three locations will fully mitigate project impacts at the Hamilton Avenue/I-110 SB On-off ramps but only partially mitigates the impact at Hamilton Avenue/ Torrance Boulevard (it is reduced from 1.129 to 0.059).

  Although the intersection of Normandie Avenue/Carson Street is not significantly impacted by the proposed project, a traffic signal operational improvement is proposed at this location to offset the impacts at other locations where no improvements are feasible. The proposed

BOE-C6-0116011

improvement is the addition of east-west left-turn phasing to the existing signalized intersection. This mitigation measure will implement a project that LADOT has been wanting to implement, but for which funding has not been available.

- The following is a detail description of each of the mitigation measures at the impacted study intersections:

  - **Normandie Avenue and 190th Street** is forecasted to be impacted during the PM peak hour with an expected V/C ratio increase from 0.893 (LOS D) to 1.050 (LOS F). Adding an additional left-turn lane on eastbound 190th by replacing the railroad gates (contingent on PUC approval) will fully mitigate project impacts at this location. The improvement will decrease the V/C ratio to 0.867 (LOS D) from 1.050, fully mitigating the project impact.

  - **Vermont Avenue and 190th Street** is also forecast to be impacted during the PM peak hour with an expected V/C ratio increase from 1.101 (LOS F) to 1.128 (LOS F). At this intersection, restriping the northbound leg of Vermont avenue to add an additional right-turn-only lane (decreasing the width of the through travel lanes to 11 ft.) will decrease the V/C ratio to 1.053 (LOS F), fully mitigating the project impact.

  - **Vermont Avenue and Torrance Boulevard** is also expected to be impacted during the PM peak hour with an expected V/C ratio increase from 0.833 (LOS D) to 0.870 (LOS D). Restriping the southbound segment to provide a right-turn-only lane on Vermont Avenue will decrease the V/C ratio to 0.828 (LOS D), fully mitigating the project impact.

  - **Vermont Avenue and Carson Street** is expected to be impacted during the PM peak hour, with a V/C ratio increase from 0.922 (LOS E) to 0.932 (LOS E). Restriping the southbound approach to the intersection to provide a right-turn-only on Vermont Avenue will decrease the V/C ratio to 0.904 (LOS E), fully mitigating the project impact.

  - **Hamilton Avenue and Torrance Boulevard** is expected to be impacted during both peak hours. In the AM peak hour, the V/C ratio increase if from 0.914 (LOS E) to 0.945 (LOS E). In the PM peak hour, the V/C ratio increases from 0.987 (LOS E) to 1.129 (LOS F). Several improvements at this intersection will decrease the V/C ratio when the project is completed to 0.878 (LOS D) in the AM, an improvement over No Project conditions, and to 1.067 (LOS F) in the PM. These are the addition of a separate left turn phase to the eastbound direction on Torrance Boulevard (providing a protected left turn phase for vehicles turning onto Hamilton Avenue bound for the 110 freeway ramp), restriping the existing lanes on Hamilton to provide a second left turn lane, and upgrading the signal controller to enable it to be connected to the South Bay Signal system.

  - **Western Avenue and the I-405 northbound ramps** are forecast to be impacted during the PM peak hour with V/C ratio increase from 0.820 (LOS D) to 0.905 (LOS D). With approval from Caltrans, by widening the existing ramp (it is currently 28 feet wide), it can be restriped to provide two left turn lanes and one right turn lane (this would add an additional left turn lane.) Redesign of the existing median and shoulder for the

westbound direction will be required. This will decrease the V/C ratio to 0.818 (LOS D), fully mitigating the project impact.

- **The I-405 southbound ramps at 190th Street** are also expected to be impacted during both AM and PM peak hours with an expected V/C ratio increase in the PM peak hour from 1.068 (LOS F) to 1.161 (LOS F). With approval from Caltrans, by widening the existing ramp (it is currently 28 feet wide), it can be restriped to provide two left turn lanes and one right turn lane (this would add an additional left turn lane.) Redesign of the existing median and shoulder for the westbound direction will be required. This will decrease the V/C ratio to 1.033 (LOS F) in the PM peak hour, leaving a partially unmitigated impact in the PM peak hour.

- **Western Avenue and 190th Street** is also expected to be impacted during the PM peak hour with an expected V/C ratio increase from 0.895 (LOS E) to 1.070 (LOS F). The southbound direction of 190th Street was recently restriped to provide an additional left turn lane. Along the project frontage, by utilizing right-of-way provided by the project, an additional right-turn-only lane can be added in the northbound direction. These improvements will ultimately improve access to and from the project site but do not decrease the V/C ratio because the northbound right-turn volume is not one of the critical movements at the intersection.

- **Western Avenue and 195th Street** will provide direct access to the project site, being the main driveway along 195th Street which accommodates all turn movements. It currently serves as a driveway for the Toyota office building, located directly west of the project site and previously served as a major entrance to the Industrial Light Metals plant. It will have a PM peak hour V/C ratio of 0.435 (LOS A) without the proposed project and is forecasted to increase to 0.858 (LOS D) with the addition of project traffic. To improve access and decrease the V/C ratio at this intersection, an additional southbound left turn lane leading into the project should be added. This dual left configuration will operate on a separate protected phase to allow access to the project. To improve access for vehicles traveling northbound on Western Avenue, widening along the project frontage to add an additional right-turn-only lane at the project entrance is recommended. At the exit driveway from the project, providing three lanes to improve the egress of vehicles will decrease the V/C even further. All of the proposed mitigation measures will improve the V/C ratio when the project is built, decreasing it to 0.685 (LOS B).

- **Western Avenue and Del Amo Boulevard** is also expected to be impacted during the PM peak hour with an expected V/C ratio increase from 0.887 (LOS D) to 0.925 (LOS E). The proposed mitigation measure associated with this project is to redesignate the existing eastbound lanes to include an exclusive left and an optional through/left-turn lane. This mitigation measure will decrease the V/C ratio to 0.780 (LOS C), fully mitigating the project impact.

- **Western Avenue and Sepulveda Boulevard** is forecast to be impacted during the PM peak hour with an expected increase in the V/C ratio from 1.138 (LOS F) to 1.154 (LOS F). At this location, adding a right-turn-only lane (only restriping is needed) at the

southbound approach on Western Avenue will decrease the V/C ratio to 1.078 (LOS F), fully mitigating the project impact.

- **Crenshaw Boulevard and the I-405 southbound Off-On ramps** are forecast to be impacted during the PM peak hour with an expected increase in the V/C ratio from 1.118 (LOS F) to 1.130 (LOS F). Upon obtaining approval from Caltrans, the ramps can be expanded to provide two exclusive right turn lanes and one left turn lane. This improvements should decrease the V/C ratio to 1.085 (LOS F), fully mitigating the project impact.

- **I-110 northbound on-ramp at 190th Street** is expected to be impacted in the PM peak hour with a V/C ratio increase from 0.789 (LOS C) to 0.818 (LOS D). By restriping the eastbound approach to provide dual left-turn lanes to the ramps, the V/C ratio will decrease to 0.586 (LOS A), fully mitigating the project impact. The inside left-turn lane will be designated as an HOV lane because it feeds traffic to the HOV bypass lane on the on ramp.

Responsible Implementation Agency:	Project Applicant
Monitoring Phase:	Pre-construction, Post-occupancy
Enforcement Agency:	City of Los Angeles Department of Transportation
Monitoring Agency:	City of Los Angeles Department of Transportation

PUBLIC SERVICES

FIRE PROTECTION

- The project shall comply with Fire Department requirements, including a fire flow of 6,000 gallons per minute.

- In order to mitigate the inadequacy of fire protection in travel distance, sprinkler systems shall be required throughout any structure to be built, in accordance with the Los Angeles Municipal Code 57.09.07.

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

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

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

- Plot plans that show the access roads and/or the turning areas shall be submitted for Fire Department approval.

- The width of all private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky.

- Additional vehicular access may be required by the Fire Department where buildings exceed 28 feet in height.

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

- All first story portions of any commercial or industrial building must be within 300 feet of an approved fire hydrant.

- Adequate off-site public and on-site private fire hydrants may be required. Their number and location will be determined after the Fire Department's review of the plot plan.

- The project shall comply with all applicable state and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles (C.P.C. 19708).

Responsible Implementation Agency:	Project Applicant
Monitoring Phase:	Pre-construction, Construction, Post-occupancy
Enforcement Agency:	City of Los Angeles Department of Planning, City of Los Angeles Fire Department
Monitoring Agency:	City of Los Angeles Department of Planning, City of Los Angeles Fire Department

POLICE SERVICES

- Private security guards shall be used to monitor and patrol the project site during project construction and operation.

- Entryways, elevators, lobbies, and parking areas shall be illuminated and designed with minimum dead space to eliminate areas of concealment.

- The project applicant shall consult with the Los Angeles Police Department Crime Prevention Unit on design and implementation of a security plan for the project, prior to obtaining a building permit.

- Upon completion of the project, the project applicant shall provide the Harbor Area Commanding Officer with a diagram of each of the buildings involved in the project. The diagram should include access routes, building numbers and any additional information that might facilitate police response.

- The project sponsor is willing to negotiate the placement of a police sub-station within the center to serve the immediate area. Size and location requirements of the substation and a potential location within the proposed building massing would need to be discussed.

Responsible Implementation Agency:	Project Applicant
Monitoring Phase:	Pre-construction, Construction, Post-occupancy
Enforcement Agency:	City of Los Angeles Department of Planning, City of Los Angeles Police Department
Monitoring Agency:	City of Los Angeles Department of Planning, City of Los Angeles Police Department

ENERGY CONSERVATION

The following measures shall be required, subject to the satisfaction of the Department of Building and Safety:

- Compliance with Title 24, established by the California Energy Commission regarding energy conservation standards. The standards relate to insulation features that shall be incorporated into the design of the proposed project.

- Consultation with the Department of Water and Power and Southern California Gas Company regarding feasible energy conservation measures that could be incorporated into the design of the project.

- Ensure that buildings are well-sealed to prevent outside air from infiltrating and increasing interior space conditioning loads. Design building entrances with vestibules to restrict infiltration of unconditioned air and exfiltration of conditioned air.

- Finish exterior walls with light-colored materials with high emissivity characteristics to reduce cooling loads. Finish interior walls with light-colored materials, except where dark colors are preferable for aesthetic effect, to reflect more light and thus increase lighting efficiency.

- Design window systems or use other means to reduce thermal gain and loss and thus cooling loads during warm weather and heating loads during cool weather.

- Install fluorescent and high-intensity-discharge (HID) lamps, which give the highest light output per watt of electricity consumed, wherever possible.

- Install high-efficiency lamps for all loading and unloading docks and parking area lighting to reduce electricity consumption.

- Recycle lighting system heat, for space heating during cool weather. Exhaust lighting system heat from the buildings, via ceiling plenums, to reduce cooling loads in warm weather.

- Install low- and medium-static-pressure terminal units and ductwork to reduce energy consumption by air distribution systems.

BOE-C6-0116016

- Cascade ventilation air from high-priority areas to low-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors to mechanical spaces before being exhausted.

- Install high-efficiency air conditioning controlled by a computerized energy-management system in the retail spaces which provides the following:

  - A variable air-volume system which results in minimum energy consumption and avoids hot water energy consumption for terminal reheat;

  - A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;

  - Sequentially staged operation of air-conditioning equipment in accordance with building demands; and

  - The isolation of air conditioning to any selected floor or floors.

- Consider the applicability of the use of thermal energy storage to handle cooling loads.

- A performance check of the installed space-conditioning system should be completed by the developer/installer prior to issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the project operate as designed.

- Install thermal insulation in walls and ceilings which exceeds requirements established by the California Code of Regulations.

- Install time-controlled interior and exterior public area lighting limited to that necessary for safety and security.

- Incorporate windowless walls or passive solar inset of windows into the project for appropriate exposures.

- Design project to focus pedestrian activity within sheltered outdoor areas.

- Use natural ventilation wherever possible.

Responsible Implementation Agency:	Project Applicant
Monitoring Phase:	Pre-construction, Construction, Post-occupancy
Enforcement Agency:	City of Los Angeles Department of Public Works, City of Los Angeles Department of Building and Safety
Monitoring Agency:	City of Los Angeles Department of Public Works, City of Los Angeles Department of Building and Safety

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UTILITIES

POWER

(See Energy Conservation)

NATURAL GAS

(See Energy Conservation)

WATER

- The project shall comply with the City's Water Conservation Regulations defined in Ordinance No. 165,004 (Ordinance No. 163,532 has been amended by Ordinance 164,093 and 165,004). As mandated by the City Los Angeles Ordinance No. 165,004, the project shall include ultra-low flush toilets, taps and showerheads to reduce water consumption. Plumbing fixtures which reduce potential water loss due to excessive wear of washers shall be selected. Automatic sprinklers for landscaping shall be set to irrigate landscaping during nighttime or early morning hours to reduce water loss from evaporation. Sprinklers shall be reset to water less often in cooler months and during the rainfall season so that water is not wasted by excessive landscape irrigation.

- In compliance with the Xeriscape Ordinance (No. 165,004), drought tolerant landscaping shall be used on the site (landscape plan to be approved by Department of City Planning).

- Reclaimed water shall be investigated be investigated as a source to irrigate large landscaped areas.

- Recirculating hot water systems shall be installed to reduce water waste in long piping systems where water must be run for considerable periods before hot water is received at the outlet.

- The project shall comply with Fire Department requirements, including a fire flow of 6,000 gallons per minute and adequate flow for the project itself. Design of such improvements as may be required shall be to the satisfaction of the Department of Water and Power.

Responsible Implementation Agency:	Project Applicant
Monitoring Phase:	Pre-construction, Construction, Post-occupancy
Enforcement Agency:	City of Los Angeles Department of Building and Safety and City of Los Angeles Department of Water and Power
Monitoring Agency:	City of Los Angeles Department of Building and Safety and City of Los Angeles Department of Water and Power

BOE-C6-0116018

SEWAGE

- The project shall comply with requirements of the City's Sewer Ordinance No. 164,964, and any subsequent ordinances.

- The California Regional Water Quality Control Board requires that a written confirmation be obtained from the Planning and Scheduling Department, Bureau of Engineering, stating that there will be available sewage treatment capacity at the time of connection. A copy of this letter shall be sent to the RWQCB prior to issuance of a Building Permit.

- A dual plumbing system shall be installed to feed into a city-wide conveyance system for non-drinking water uses (landscaping) subject to approval of the Department of Public Works and County Department of Health Services conditions. This system shall be constructed when a non-drinking water line is installed adjacent to the site.

Responsible Implementation Agency:	Project Applicant
Monitoring Phase:	Pre-construction, Construction, Post-occupancy
Enforcement Agency:	City of Los Angeles Department of Building and Safety, City of Los Angeles Department of Public Works, County Department of Health Services
Monitoring Agency:	City of Los Angeles Department of Building and Safety and City of Los Angeles Department of Public Works

STORM DRAINS

- Project must adhere to the recommendations of the geotechnical report and Grading Division of the Department of Building and Safety for foundation, excavation, and subdrain system, etc.

- The project must comply with the requirements of an NPDES permit for storm water discharge and with guidance and policies of the Regional Water Quality Control Board, EPA, and local agencies.

Responsible Implementation Agency:	Project Applicant
Monitoring Phase:	Pre-construction, Construction, Post-occupancy
Enforcement Agency:	City of Los Angeles Department of Building and Safety
Monitoring Agency:	City of Los Angeles Department of Building and Safety

BOE-C6-0116019

SOLID WASTE

- The project shall comply with the City of Los Angeles Integrated Waste Management Plan prepared pursuant to AB939 which requires cities in California to reduce solid waste generated by 25% in 1995 and 50% in 2000 by implementing a recycling program to reduce the volume of solid waste generated by project.

- Recycling shall be included in the design of the project by reserving space for facilities to support recycling, such as adequate storage area and access for recycling vehicles. The proposed project shall incorporate storage and collection of recyclables into the project design. Additionally, refuse collection contract shall include collection of recyclables.

- All occupants shall be encouraged to recycle, at a minimum, newspaper, glass, bottles, and aluminum and bimetal cans.

Responsible Implementation Agency:	Project Applicant
Monitoring Phase:	Pre-construction, Construction, Post-occupancy
Enforcement Agency:	City of Los Angeles Department of Building and Safety and City of Los Angeles Department of Public Works
Monitoring Agency:	City of Los Angeles Department of Building and Safety and City of Los Angeles Department of Public Works

BOE-C6-0116020

APPENDIX C: NOTICE OF PREPARATION COMMENTS/RESPONSES

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF PREPARATION

(Article VI, Section 2 — City CEQA Guidelines)

TO:	RESPONSIBLE OR TRUSTEE AGENCY State Clearinghouse ADDRESS (Street, City, Zip) Office of Planning and Research Attn: Glen Stober 1400 Tenth Street, Room 121 Sacramento, CA 95814	FROM:	LEAD CITY AGENCY Los Angeles City Planning Department ADDRESS (Street, City, Zip) Environmental Review Section 221 N. Figueroa Street, Room 1500 Los Angeles, CA 90012

▶ **SUBJECT:** Notice of Preparation of a Draft Environmental Impact Report

PROJECT TITLE	CASE NO.
Western/190th Street Shopping Center	EIR-95-0177-SUB

PROJECT APPLICANT, IF ANY

Lockheed Martin Corporation

The City of Los Angeles will be the Lead Agency and will prepare an environmental impact report for the project identified above. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by this City when considering your permit or other approval for the project.

The project description, location and the probable environmental effects are contained in the attached materials.

☒ A copy of the Initial Study is attached.

☐ A copy of the Initial Study **is not** attached.

Due to the time limits mandated by state law, your response must be sent at the earliest possible date but not later than 45 days after receipt of this notice.

Please send your response to Hadar Plafkin at the address of the lead City Agency as shown above. We will need the name of a contact person in your agency.

Note: If the Responsible or trustee agency is a state agency, a copy of this form must be sent to the State Clearinghouse in the Office of Planning and Research, 1400 Tenth Street, Sacramento, California 95814. A state identification number will be issued by the Clearinghouse and should be thereafter referenced on all correspondences regarding the project, specifically on the title page of the draft and final EIR and on the Notice of Determination.

SIGNATURE	TITLE	TELEPHONE NUMBER	DATE
	City Planner	(213)580-5554	08/18/95

STATE OF CALIFORNIA

PETE WILSON, *Governor*

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO, CA 95814

RECEIVED
CITY OF LOS ANGELES
AUG 29 1995
ENVIRONMENTAL UNIT

DATE: August 22, 1995

TO: Reviewing Agencies

RE: WESTERN/190TH STREET SHOPPING CENTER
SCH# 95081050

Attached for your comment is the Notice of Preparation for the WESTERN/190TH STREET SHOPPING CENTER draft Environmental Impact Report (EIR).

Responsible agencies must transmit their concerns and comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

HADAR PLAFKIN
LOS ANGELES CITY PLANNING DEPT.
ENVIRONMENTAL REVIEW SECTION
221 N. FIGUEROA ST, RM 1500
LOS ANGELES, CA 90012

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call at (916) 445-0613.

Sincerely,

Antero A. Rivasplata

ANTERO A. RIVASPLATA
Chief, State Clearinghouse

Attachments

cc: Lead Agency

SCH# _____

NOP Distribution List

S = sent by lead agency
X = sent by SCH

Resources Agency

- [ ] **Nadell Gayou**, *Resources Agency*, 1020 Ninth Street, Third Floor, Sacramento, CA 95814, 916/327-1722
- [ ] **Judy Carpenter**, *Dept. of Boating & Waterways*, 1629 S Street, Sacramento, CA 95814, 916/445-6281
- [ ] **Gary L. Holloway**, *California Coastal Commission*, 45 Fremont Street, Suite 1970, San Francisco, CA 94105-2219, 415/904-5200
- [ ] **Reed Holderman**, *State Coastal Conservancy*, 1330 Broadway, Suite 1100, Oakland, CA 94612, 510/286-1015
- [X] **Tom Gibbs**, *Dept. of Conservation*, 801 K Street, MS-24-02, Sacramento, CA 95814, 916/445-8733
- [ ] **Douglas Wickizer**, *Dept. of Forestry*, 1416 Ninth Street, Room 1516-2, Sacramento, CA 95814, 916/653-9451
- [X] **Hans Kreutzberg**, *Office of Historic Preservation*, P.O. Box 942896, Sacramento, CA 94296-0001, 916/653-9107
- [ ] **Ken Pierce**, *Dept. of Parks and Recreation*, P.O. Box 942896, Sacramento, CA 94296-0001, 916/653-0538
- [ ] **Wendy Halverson**, *Reclamation Board*, 1020 Ninth Street, Room 240, Sacramento, CA 95814, 916/327-1531
- [ ] **Steve McAdam**, *S.F. Bay Conservation & Dev't. Comm.*, 30 Van Ness Avenue, Room 2011, San Francisco, CA 94102, 415/557-3686
- [X] **Nadell Gayou**, *Department of Water Resources*, 1020 Ninth Street, Third Floor, Sacramento, CA 95814, 916/327-1722

Health & Welfare

- [ ] **Kim Dinh**, *Dept. of Health*, 601 N. 7th Street, PO Box 942732, Sacramento, CA 94234-7320, 916/323-6111

Fish and Game - *Regional Offices*

- [ ] **Richard L. Elliott**, Regional Manager, Department of Fish and Game, 601 Locust, Redding, CA 96001, 916/225-2300 (8-442)
- [ ] **Ryan Broddrick**, Regional Manager, Department of Fish & Game, 1701 Nimbus Road, Suite A, Rancho Cordova, CA 95670, 916/355-0922 (8-438)
- [ ] **B. Hunter**, Regional Manager, Department of Fish and Game, P.O. Box 47, Yountville, CA 94599, 707/944-5518
- [ ] **G. Noked**, Regional Manager, Department of Fish and Game, 1234 East Shaw Avenue, Fresno, CA 93710, 209/222-3761 (8-421)
- [X] **Fred A. Worthley, Jr.**, Reg. Manager, Department of Fish and Game, 330 Golden Shore, Suite 50, Long Beach, CA 90802, 310/590-5132

Independent Commissions/Agencies

- [ ] **Lorri Gervais**, *California Energy Commission*, 1516 Ninth Street, MS-15, Sacramento, CA 95814, 916/654-3944
- [ ] **Native American Heritage Comm.**, 915 Capitol Mall, Room 364, Sacramento, CA 95814, 916/653-4082
- [X] **Douglas Long**, *Public Utilities Commission*, 505 Van Ness Avenue, San Francisco, CA 94102, 415/703-2011
- [ ] **Betty Eubanks**, *State Lands Commission*, 1807 - 13th Street, Sacramento, CA 95814, 916/574-1880
- [ ] **Gerald R. Zimmerman**, *Colorado River Board*, 770 Fairmont Avenue, Suite 100, Glendale, CA 91203-1035
- [ ] **Rick Angelocci**, *Tahoe Regional Planning*, P.O. Box 1038, Zephyr Cove, NV 89448, 702/588-4547
- [ ] **Thomas Ottoman**, *Office of Emergency Services*, P.O. Box 29998, San Francisco, CA 94129, 415/666-9300

Department of Transportation *District Contacts*

- [ ] **Dave Carstensen**, *Caltrans, District 1*, 1656 Union Street, Eureka, CA 95501, 707/445-6407
- [ ] **Michelle Gallagher**, *Caltrans, District 2*, P.O. Box 494040, Redding, CA 96049-4040, 916/225-3259 (8-442)
- [ ] **Jody Lonergan**, *Caltrans, District 3*, 703 B Street, Marysville, CA 95901, 916/741-4277 (8-457)
- [ ] **Gary F. Adams**, *Caltrans, District 4*, P.O. Box 23660, Oakland, CA 94623-0660, 510/286-6174
- [ ] **Lawrence Newland**, *Caltrans, District 5*, P.O. Box 8114, San Luis Obispo, CA 93403-8114, 805/549-3683 (8-629)
- [ ] **Marc Birnbaum**, *Caltrans, District 6*, P.O. Box 12616, Fresno, CA 93778-2616, 209/448-4020
- [X] **Wilford Melton**, *Caltrans, District 7*, 120 South Spring Street, Los Angeles, CA 90012, 213/897-1338 or 897-1344
- [ ] **Harvey Sawyer**, *Caltrans, District 8*, P.O. Box 231, San Bernardino, CA 92402, 909/383-4808 (8-670)
- [ ] **Lisa Flores**, *Caltrans, District 9*, 500 South Main Street, Bishop, CA 93514, 619/872-5203
- [ ] **Mitchell Baker II**, *Caltrans, District 10*, P.O. Box 2048, Stockton, CA 95201, 209/948-3803
- [ ] **Mike Owen**, *Caltrans, District 11*, P.O. Box 85406, 2829 Juan Street, San Diego, CA 92186-5406, 619/688-6750 (8-631)
- [ ] **Aileen Kennedy**, *Caltrans, District 12*, 2501 Pullman St., Santa Ana, CA 92705, 714/724-2239 (8-655)

Business, Transportation, & Housing

- [ ] **Sandy Hesnard**, *Caltrans - Division of Aeronautics*, P.O. Box 942874, Sacramento, CA 94274-0001, 916/324-1833
- [ ] **Tom Micone**, *California Highway Patrol*, Office of Special Projects, Planning and Analysis Division, P.O. Box 924898, Sacramento, CA 94298-0001, 916/657-7222
- [ ] **Ron Helgeson**, *Caltrans - Planning*, P.O. Box 942874, Sacramento, CA 94274-0001, 916/445-5570

State and Consumer Services

- [ ] **Robert Sleppy**, *Dept. of General Services*, 400 R Street, Suite 5100, Sacramento, CA 95814, 916/324-0214
- [ ] **Office of Local Assistance**, 501 J Street, Suite 400, Sacramento, CA 95814, 916/445-3160

California Environmental Protection Agency

- [X] **Barbara Fry**, *Air Resources Board*, 2020 L Street, Sacramento, CA 95815, 916/322-8267
- [ ] **Mark deBie**, *Calif. Waste Management Board*, 8800 Cal Center Drive, Sacramento, CA 95826, 916/255-2367
- [ ] **Wayne Hubbard**, *State Water Resources Control Board, Division of Clean Water Programs*, P.O. Box 944212, Sacramento, CA 94244-2120, 916/227-4308
- [ ] **Phil Zentner**, *State Water Resources Control Board, Division of Water Quality*, P.O. Box 944213, Sacramento, CA 94244-2130, 916/657-0912
- [ ] **Mike Falkenstein**, *State Water Resouces Control Board, Division of Water Rights*, 901 P Street, 3rd Floor, Sacramento, CA 95814, 916/657-1377 (8-437)
- [X] **Dept. of Toxic Substances Control**, *CEQA Tracking Center*, 400 P Street, Fourth Floor, P.O. Box 806, Sacramento, CA 95812-0806, 916/324-3119

Regional Water Quality Control Board

- [ ] NORTH COAST REGION (1), 5550 Skyline Blvd., Suite A, Santa Rosa, CA 95403, 707/576-2220 (8-590)
- [ ] SAN FRANCISCO BAY REGION (2), 2101 Webster, Suite 500, Oakland, CA 94612, 510/286-1255
- [ ] CENTRAL COAST REGION (3), 81 Higuera Street, Suite 200, San Luis Obispo, CA 93401-5427, 805/549-3147 (8-629)
- [X] LOS ANGELES REGION (4), 101 Centre Plaza Drive, Monterey Park, CA 91754-2156, 213/266-7556
- [ ] CENTRAL VALLEY REGION (5), 3443 Routier Road, Suite A, Sacramento, CA 95827-3098, 916/255-3000
  - ○ Fresno Branch Office, 3614 East Ashlan Avenue, Fresno, CA 93726, 209/445-5116 (8-421)
  - ○ Redding Branch Office, 415 Knollcrest Drive, Redding, CA 96002, 916/224-4845 (ATS 441)
- [ ] LAHONTAN REGION (6), 2092 Lake Tahoe Boulevard, South Lake Tahoe, CA 96150, 916/542-5400
  - ○ Victorville Branch Office, 15428 Civic Drive, Suite 100, Victorville, CA 92392-2359, 619/241-6583
- [ ] COLORADO RIVER BASIN REGION (7), 73720 Fred Waring Drive, #100, Palm Desert, CA 92260-2564, 619/346-7491
- [ ] SANTA ANA REGION (8), 2010 Iowa Avenue, Suite 100, Riverside, CA 92507, 714/782-4130 (8-632)
- [ ] SAN DIEGO REGION (9), 9771 Clairemont Mesa Blvd., Suite B, San Diego, CA 92124-1331, 619/265-5114 (8-636)

- [ ] OTHER: _____
- [ ] OTHER: _____

BOE-C6-0116024

MCDONNELL DOUGLAS

McDonnell Douglas Realty Company

RECEIVED
CITY OF LOS ANGELES
AUG 29 1995
ENVIRONMENTAL UNIT

August 28, 1995

City of Los Angeles, Planning Department
Hadar Plafkin or Lateef Sholebo, Project Coordinators
221 N. Figueroa Street, Room 1500
Los Angeles, California 90012

Re: Case No. 95-0177-SUB

Project: Shopping Center at Western/190th

Dear Planning Department:

Attached are copies of our letter to Lockheed Martin and Tom Wolff outlining our concerns over the proposed development in response to your "Pre-Draft Request for Comments" dated August 18.

At this time, we are working with Toyota, Allied Signal, Seeley, and Gascon Mar, Ltd. to develop a more comprehensive planning concept with PBR, Latham & Watkins, and Weston Pringle Associates. This is a large area with great potential for future development and we are hopeful that Lockheed Martin will participate in this joint effort.

As we reach consensus, we will look forward to presenting to you, our long range concepts for implementation of your General Plan and development of our 170 acres. Thank you.

Sincerely,

MCDONNELL DOUGLAS REALTY COMPANY

Thomas A. Overturf
Director, Development

TAO:kk KKTO1583

Enclosures

cc: Alan McKenzie
Tom Motherway

4060 Lakewood Blvd., 6th Floor, Long Beach, CA 90808-1700 (310) 627-3200 Fax (310) 627-3109

MCDONNELL DOUGLAS

McDonnell Douglas Realty Company

July 26, 1995

Mr. Thomas Wolff
THOMAS WOLFF & COMPANY
7700 Irvine Center Drive, Suite 680
Irvine, CA 92718

Dear Tom:

This will confirm our review comments relative to your proposed big box retail development to the west of our site. The scale of the sign towers really dominate and over-power the neighborhood. They block our westerly views and sun angles.

The rear service drive along our west property line presents aesthetic, noise, light, traffic and security concerns. Traffic to the 810,000 S.F. Power Center will create havoc at the 190th Street entrance, the 190th/Western intersection, the Western Avenue entrance, and the nearby freeway ramps, particularly at current peak traffic hours. Obviously, all of these items will have a negative impact on the use, future re-use, and development of our site.

As we've discussed, a neighborhood Master Plan is critical in addressing the longer term environmental, economic, political and land use relationships in designing for the highest and best use of the 300-400 acres surrounding your property. We are a committed participant in this orderly design process. We appreciate the opportunity to review your plans and to work with you to achieve a plan that satisfies the highest potential of these integrated and significant properties.

Tom, it's clear that our Board, as well as other of your neighbors, are concerned that your project could create long-range, detrimental effects in our neighborhood. Let's make another attempt to assemble a broad group of interests to expand the scope of planning and approach the jurisdictional agencies with a more comprehensive proposal.

Thanks for your consideration.

Sincerely,

MCDONNELL DOUGLAS REALTY COMPANY

Thomas A. Overturf
Director, Development

TAO:kk KKTO1545

4060 Lakewood Blvd., 6th Floor, Long Beach, CA 90808-1700 (310) 627-3200 Fax (310) 627-3109

Tom O

MCDONNELL DOUGLAS

McDonnell Douglas Realty Company

THOMAS J. MOTHERWAY
President

August 7, 1995

Mr. Bill Snowden
Vice President Finance & Business
Lockheed Martin
6801 Rockledge Drive
Bethesda, Maryland 20817

Re: Torrance

Dear Bill:

Attached letter from Tom Overturf to Tom Wolff followed several attempts to contact him, and now we understand he's on an extended vacation. While we understand your desire to push ahead with remediation and marketing, we also agree with the other neighbors that an 810,000 S.F. Big Box Retail and Entertainment Complex will greatly affect our use and future marketability.

We feel the best approach is a singular master plan and we're ready to participate with Toyota, Allied Signal, and hopefully Lockheed Martin as principals. We're hopeful also to obtain commitments and financial participation from other adjacent property owners. Each participant would provide objectives, program requirements and constraints to a mutually selected planning team (including jurisdictional agency representatives) and the resulting plan would reflect a long-term, regional highest and best use. Ultimately, this will yield the optimum return and the maximum financial participation from the various jurisdictions while minimizing their exactions for infrastructure.

Obviously, you'll have a leg-up in this process since you're out in front. Everyone's anxious to proceed so it doesn't appear that this will necessarily slow down your remediation or ultimate sale schedule. Our experience has been that retail is no more valuable than industrial/office and may in fact be less valuable as we found out recently in Huntington Beach.

Bill, we value our long-term relationship. We pledge our best efforts to work with you, Tom, and Lockheed Martin in developing this Master Plan so as not to delay your project. Thanks for your consideration.

Sincerely,

Enclosure

4060 Lakewood Blvd., 6th Floor, Long Beach, CA 90808-1700 (310) 627-3025 Fax (310) 627-6574

CITY OF LOS ANGELES
CALIFORNIA

CULTURAL AFFAIRS COMMISSION
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CULTURAL AFFAIRS DEPARTMENT
433 S. SPRING ST., 10TH FLOOR
LOS ANGELES, CA 90013
(213) 485-2433
(213) 485-6835 FAX
ADOLFO V. NODAL
GENERAL MANAGER

August 31, 1995

Con Howe
Director of Planning
Department of City Planning
221 N. Figueroa St., Room 1500
Los Angeles, CA 90012

RE: WESTERN/190TH STREET SHOPPING CENTER/CASE NO. 95-0177-SUB

Dear Mr. Howe:

Please be advised that the above-captioned project may be subject to an Arts Development Fee. Enclosed for your information is the Developers' Arts Fee Workbook.

Please call me at (213) 485-9570 if you have any questions.

Thank you.

Sincerely,

MARK JOHNSTONE
Public Arts Administrator
Public Arts Division

MJ:egt
Enclosure

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CITY OF LOS ANGELES
SEP 1995
CITY PLANNING DEPT.
EXECUTIVE

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CITY OF LOS ANGELES

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(213) 485-2433
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ADOLFO V. NODAL
GENERAL MANAGER

April 5, 1993

Dear Developer,

In 1991, the City of Los Angeles created an Arts Development Fee intended to provide the users of new developments with arts programs, services and amenities. The fee applies to most new commercial and industrial development over $500,000 in value. As a developer, you have two methods of fulfilling your fee obligation -- to place money in the Arts Development Fee Trust Fund, or to create an approved arts project on your site. Trust Fund money will be used to provide arts and cultural activities in the vicinity of your project. Both options will add value to your development.

This workbook is an easy-to-read guide to the Arts Development Fee and your option to create approved arts projects on your development site. It is the result of a great deal of cooperative effort and thought. In devising the workbook, we have consulted with developers, attorneys, City staff and commissioners, architects, arts consultants, arts administrators and artists. We believe it will guide you easily through the process, and we welcome your thoughts and feedback on its usefulness.

The City defines on-site arts projects broadly, with options ranging from traditional sculpture in public plazas to the creation of arts facilities or performances at your development. Providing on-site amenities is the most direct way to serve your building users, and many developers prefer this option.

While most developers are expert at building development, few are arts experts. That's why we've written this workbook. The City's Public Arts staff can offer you guidance and direct you to resources to help fulfill your arts obligation. If you are embarking on an on-site arts program, please consult our staff as early as possible. We are ready to answer your questions and guide you through the process.

We at the Cultural Affairs Department are committed to making this new program an asset to the community and to provide *you* with the necessary advice and service to make this a positive element of your development. For further information, please call (213) 485-9570.

Sincerely,

A.V. Nodal

ADOLFO V. NODAL
General Manager

Developer's Arts Fee Workbook

Table of Contents

Developer's Arts Fee Compliance Procedures

Letter from General Manager 4

Introduction 5

Administrative Structure 7

General Review and Approval Procedures 8
- Developing a Conceptual Art Plan 10
- Fee Waivers for Developments Hosting Cultural or Artistic Programming 10
- Developing a Final Art Plan 11
- Documenting Project Completion 14

Projects and Expenditures Eligible for Credit 15

Developer's Arts Fee Guidelines

Selecting an Artist, Organization or Presenter 17

Working with Arts Professionals 19

Working with Arts and Artists' Organizations 21

Who is an Artist? 22

Providing Space for the Arts 23

Historic Preservation 24

Maintenance and Conservation 25

Endnotes 26

Application Forms 27

Developer's Arts Fee Compliance Procedures

INTRODUCTION

On January 15, 1989, the City of Los Angeles adopted a landmark series of ordinances[1] which signalled the City's commitment to support the arts citywide. The ordinances established three new arts funding sources: a General Fund allocation equivalent to a one percent transient occupancy tax, one percent for the arts from all city capital improvements, and a proposed Arts Development Fee on private development. The ordinances also established an Arts and Cultural Services and Facilities Trust Fund for the deposit of the first two fund sources.

The City was required to conduct a "nexus" study in order to justify the creation of an Arts Development Fee. This study established the critical relationship between new development and the need for cultural and artistic facilities, services and amenities. The assumption of the nexus study was that as Los Angeles continues to grow, new development attracts new people who create an additional burden on the City's existing arts infrastructure. Developers are therefore required to pay an Arts Development Fee for each new employee in their developments. This fee is the equivalent of the City's per capita expenditure on arts services, multiplied by the number of employees in the development extended over the building's useful life[2].

Once City Council determined that a reasonable nexus was established, it adopted ordinances to establish the Arts Development Fee and Arts Development Fee Trust Fund for the deposit of Arts Development Fees.

The Cultural Masterplan

Expenditures from the Arts and Cultural Services and Facilities Trust Fund and the Arts Development Fee Trust Fund are guided by a Citywide Cultural Masterplan. This plan provides a framework for citywide cultural support and a strategy establishing artistic and cultural goals for the next five years. It defines the City's role in the development of arts activities, and outlines its potential to stimulate expanded cultural developments. The plan's formulation drew extensively on citizen participation, research and analysis. It includes a series of vision statements and specific goals to guide cultural spending. The Cultural Masterplan also outlines specific objectives for different geographic areas of the City. Implementation of the Cultural Masterplan requires cooperation of the public, private and non-profit sectors.

Applicable Development Projects

The Arts Development Fee Ordinance, which is retroactive to January 15, 1989, applies to all private development in the City of Los Angeles with a total construction value above $500,000, except those specifically exempted.

(Endnotes appear on page 26)

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Exempted Development Projects

The Arts Development Fee will *not* be assessed for any project or portions of the following:

- The total value of all construction or work for which the permit value is $500,000 or less.
- Repair, renovation or rehabilitation that does not alter the size or nature of occupancy.
- Repair, renovation or rehabilitation for the installation of fire sprinklers pursuant to Division 38 of Article 1 or Chapter 9 of the Administrative Code.
- Repair, renovation or rehabilitation that has been made to comply with Division 68 of Article 1 of Chapter IX of the Los Angeles Municipal Code for seismic reinforcement.
- Repair, renovation or rehabilitation for handicapped facilities pursuant to the Los Angeles Municipal Code.
- All residential buildings or portion thereof. This exception does *not* include hotels.
- Hospital, university and school buildings, and churches.
- Civil Unrest Exemption: in May 1992, City Council ordinance decreed that any development damaged or razed in the civil disturbance of April-May 1992 be exempt from an Arts Development Fee if there is no change in use or if the square footage of the replacement structure does not substantially increase above the amount of square footage of the damaged/destroyed structure.

In-Lieu Credits

Credits will be granted dollar-for-dollar for any project which includes an arts or cultural facility, service or amenity pursuant to a written agreement with the Community Redevelopment Agency, Los Angeles County Transportation Commission or Rapid Transit District.

Fee Calculations

Fees are calculated according to the type of development, the size and use of the building, and expected occupancy. The required fee is $1.57 per square foot for offices and research and development buildings, $1.31 per square foot for retail, $.39 per square foot for warehouses, $.51 for manufacturing, $.52 per square foot for hotels. *The required fee cannot exceed one percent of the building permit valuation of the project.* For the purpose of the fee, all building types fall into one of the above categories.

Choosing the Method of Payment

All projects subject to the Arts Development Fee are required to pay the fee prior to issuance of a Building Permit. At the first opportunity (either Site Plan Review or Preliminary Plan Check), the developer will be notified of the Arts Development Fee requirements by the Planning Department or Building and Safety Department.

There are two methods of payment available to fulfill the Arts Development Fee obligation: a deposit into the Arts Development Fee Trust Fund or the development of a plan for an on-site artistic or cultural amenity for credit. The developer must commit to either the Credit or Trust Fund option, or a combination of the two, prior to receiving a Building Permit — preferably at the earliest stage in the development process.

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Method A: Trust Fund Deposit: Developers may deposit an amount equal to the Arts Development Fee into the City's Arts Development Fee Trust Fund. The Fund will be used to provide cultural and artistic facilities, community amenities, or services to mitigate the additional demand created by new development. The Department of Building and Safety collects this fee at the time a Building Permit is issued.

Method B: On-Site Project for Credit: Developers may apply to the Cultural Affairs Department for credit toward payment of the Arts Development Fee. Credits towards the fee obligation will be granted for provision of arts or cultural projects which serve the development's users. Credits will be calculated dollar-for-dollar for the cost of eligible, on-site cultural and artistic facilities, services or community amenities. Credits will be considered only for expenses incurred for artwork within the legal property lines of the project or its adjacent right-of-way.

Credits are subject to conditions of ownership, maintenance, compliance with the General Plan, Cultural Masterplan, nexus findings and definitions of eligibility.

The developer submits art plans and a fee credit application to the Cultural Affairs Department for approval. The plans must be secured financially by making some type of promissary financial document payable to the City of Los Angeles in the event the plan is not implemented. The developer must obtain approval for the plan, and secure the plan financially through the Cultural Affairs Department before the Building and Safety Department will issue a Building Permit.

Administrative Structure

The following section outlines the coordinating functions and approval powers of the City departments and review bodies responsible for implementation of the Arts Development Fee:

Cultural Affairs Department

The Cultural Affairs Department is responsible for administering the Arts Development Fee program. Under the direction of the General Manager, the staff of the Department has the authority to approve Conceptual Art Plans, Final Art Plans and Arts Development Fee credits for facilities, services and amenities. The Department also maintains a record of the collection and expenditure of the Arts Development Fee Trust Fund monies. Staff of the Cultural Affairs Department will assist developers, architects, artists, and others to develop on-site art projects and programs.

Cultural Affairs Commission

The Cultural Affairs Commission will review on-site project credit proposals which involve use of the public right of way. The Commission will also advise the General Manager on priorities for disposition and expenditure of Arts Development Fee Trust Fund monies. The Public Art Committee of the Cultural Affairs Commission will review appeals on Conceptual, Final and Project Completion Plans and make recommendations to the General Manager.

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Department of Building and Safety

The Department of Building and Safety is responsible for the assessment, collection, proper recording, and deposit of Arts Development Fee monies.

The Department of Building and Safety also is responsible for all fee calculations and determinations regarding building type, building use, and building density.

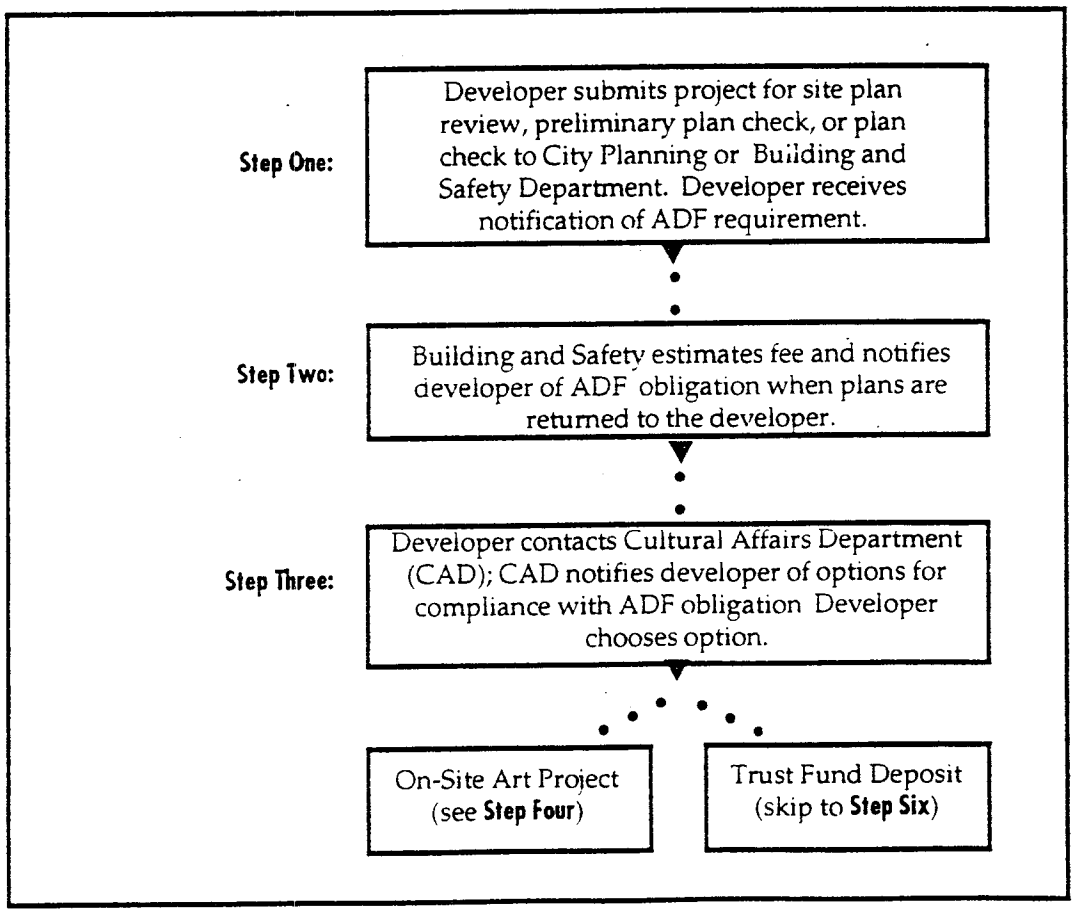
General Review and Approval Procedures

Step One: Initial Notification

When the developer submits an application for Site Plan Review, Preliminary Plan Check or Plan Check, the City Planning Department or Building and Safety Department will distribute an information sheet on the Arts Development Fee which delineates the methods of payment (by fee or by on-site project for credit). Developers who wish to provide on-site projects should initiate the application process with the Cultural Affairs Department as early as possible.

Step Two: Arts Development Fee Estimate

Upon the developer's submission of initial plans, Building and Safety will determine whether the project is exempt or subject to the Arts Development Fee and will



Arts Development Fee General Review and Approval Procedures

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notify the developer of the obligation, if applicable. When corrections to the submitted plans are returned to the developer, the Plan Checker will provide a written estimate of the Arts Development Fee amount. The maximum fee calculation will be based on building valuation, computed by the Building and Safety Department.

Step Three: Selecting the Method of Compliance

Before the Building Permit is issued, the developer must comply with the Arts Development Fee obligation. If the developer wishes to comply by depositing money into the Arts Development Fee Trust Fund, payment must be made upon issuance of a Building Permit. *Developers selecting Trust Fund method of compliance may proceed to "Step Six: Final Fee Determination".*

If the developer wishes to comply by providing an on-site project, s/he should approach the Cultural Affairs Department to initiate the process as early as possible. When the developer meets with Cultural Affairs Department staff, s/he will be given this workbook to assist in planning and implementing an on-site cultural amenity, facility, or service and an explanation of the Arts Development Fee credit procedures.

Fee Waivers for Developments Hosting Cultural or Artistic Programming Activities: There are certain types of non-residential developments which especially lend themselves to receiving Arts Development Fee Waivers. These developments must nonetheless satisfy the Cultural Affairs Department that they will incorporate artistic or cultural programming as part of their normal use; however, once programming is satisfactorily demonstrated, the Cultural Affairs Department will issue a Fee Waiver. In the event that such a waiver is issued, no Financial Security is needed from the developer to secure a fee waiver.

Buildings developed by **non-profit service organizations** often incorporate arts or cultural programming as a matter of course of their usual operations. To qualify for credit, a developer should submit to the Cultural Affairs Department programming information, such as job descriptions of personnel who conduct the programming, budgets for programming, and descriptions of the types of programming offered. Upon demonstrating that such programming will be part of the site's ordinary use, the Cultural Affairs Department will waive the development's fee.

While churches, synagogues, mosques, and other houses of worship and spiritual contemplation are exempt from the fee, **auxiliary buildings to houses of worship** may additionally receive fee waivers if they are to host cultural programming as a normal aspect of their use. Programs such as festivals, dance instruction and choral activities may all be considered creditable activities if documentation describing such programmings is presented to the Cultural Affairs Department.

Similarly, **commercial art galleries, theatres, and other cultural venues** may qualify for fee waivers if they include as part of their operations on-site, not-for-profit cultural activities or programming. For example, an art gallery may host non-commercial exhibitions that aspire to educate the community at large; theatres may offer below-market rate leases to production companies; cinemas may host special cultural film festivals and offer festival organizers discounted or free booking.

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Developing a Conceptual Art Plan

The first step in generating an on-site arts project or program is to create a Conceptual Art Plan. Devising this plan allows the developer to explore the best way to integrate the arts into the development project. During the Conceptual Art Plan phase the developer must decide on the most appropriate type of arts project or program for the development and how it will be selected.

The creation of the Conceptual Art Plan should begin as early in the development process as possible. It should include anyone who may be involved in determining the arts project: the architect, landscape architect, artist, arts professional, organization, or selection panel, for example.

The Conceptual Art Plan should consider such issues as:

Project Context: What is the relationship of the art project to the local community?

Resources such as the City's Community Plans, Specific Plans, Interim Control Ordinances and other policy documents can be extremely valuable in determining the physical, economic, and social contexts of the proposed development. The mix of land uses proposed for the site and those of the surrounding neighborhood may also be factors in determining the best way to incorporate the arts.

User Access: Who is the anticipated audience for the art project/program?

Neighborhood demographics, market studies and user profiles of the proposed development can help to anticipate the primary and secondary users of the arts project, where they will come from and when they will be there. This information is critical in determining how the development's users can best be served by the arts project or program.

Project Management: Will the proposed art project fit into the building's construction schedule?

An implementation timeline must be developed, integrating art program and construction schedule milestones.

Type of Arts Project/Program: Will the art project/program be a cultural amenity, a cultural facility or a cultural service?

The Arts Development Fee Ordinance encourages the broadest possible range of options for satisfying the fee requirement. Visual arts of all media, performing arts, facilities, programs, architectural preservation and restoration efforts, special events and festivals are examples of projects that may be eligible for credit.

Selection Process: How will the artists, arts organization or arts program be selected?

There are many ways to select an arts project/program. A developer may obtain professional advice from individuals or groups to assist in this process. Arts consultants, artists, arts organizations, arts presenters, designers and other arts professionals may all provide valuable input. Artists and arts projects or programs may be selected through a competitive process or they may be chosen directly.

The developer may also use the City's resources, which include an Arts Development Fee Resource Directory and a public art video and slide registry of artists.

Step Four: Submittal/Approval of Conceptual Art Plan

The developer choosing to provide an on-site project submits an application to the Cultural Affairs Department for approval of a Conceptual Art Plan. The Conceptual Art Plan Application Form in this workbook includes information outlining the type of amenity, facility or service planned, and method of artist selection.

Within 20 working days of receiving the developer's Conceptual Art Plan application, Cultural Affairs Department staff will inform the developer of the approval or

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denial of the application. Staff review will be based on criteria established in this workbook regarding cultural amenities, facilities and services, and the eligibility of expenditures.

If the application is approved by staff, the developer may proceed with development of the Final Art Plan. If the application is denied, the developer has 10 working days to file an appeal. The applicant may also resubmit a revised application to staff. Within 20 working days of receiving the appeal request, the Public Art Committee of the Cultural Affairs Commission will review the Conceptual Art Plan application and make recommendations to the General Manager. The General Manager's decision is binding. If the appeal is denied, the developer may resubmit a revised application for review.

Developing a Final Art Plan

The Final Art Plan is the equivalent step in the development process to final construction drawings. At minimum, the two processes should be on a parallel track. Ideally, the Final Art Plan should be completed in enough time to allow the selected artist, arts organization or presenter to work with the design team on schematics as well as final construction drawings in a collaborative, integrated effort.

The Final Art Plan should consider such issues as:

Project Budget: What is the total dollar value of the project/program?

The arts project/program budget includes both hard and soft costs incurred by the developer for planning and implementation. The section entitled "Eligible Expenditures" lists the costs which can be credited against the Arts Development Fee obligation. While it is not possible at the Final Art Plan stage to anticipate precisely every expenditure, an experienced arts professional can estimate the breakdown of each component and the minimum set-aside necessary to ensure project/program completion.

User Access: Who is the anticipated audience for the arts project/program?

In the process of preparing the Final Art Plan, the selected artist, organization or presenter will have the opportunity to work closely with the developer/design team. One objective of this effort should be to further refine the initial assumptions of how and when the development's users will have access to the arts project/program.

Final Art Plan: How will the art plan be implemented?

The Final Art Plan must contain documentation of the project/program proposed, including representations and descriptions such as illustrations, slides, tapes, models, narrative and other supporting materials. At the Final Art Plan stage, the development team and the selected artist, organization and/or presenter are, in effect, collaborators. In thinking about the integration of the arts project/program, such issues as complementary landscaping, building materials, lighting, pedestrian access and user outreach, signage, and other site planning considerations are critical to the successful implementation and operation of the amenity, facility or service.

Art Selection Process: What are the tasks involved in planning, creating, presenting, organizing or delivering the arts project/program?

As with any contracted service, the contract between the developer or representative and the artist, organizer or presenter should identify the scope of work to be performed. In most cases, it is preferable for the artist, organizer or presenter to submit a draft scope of services and contractual agreement for negotiation.

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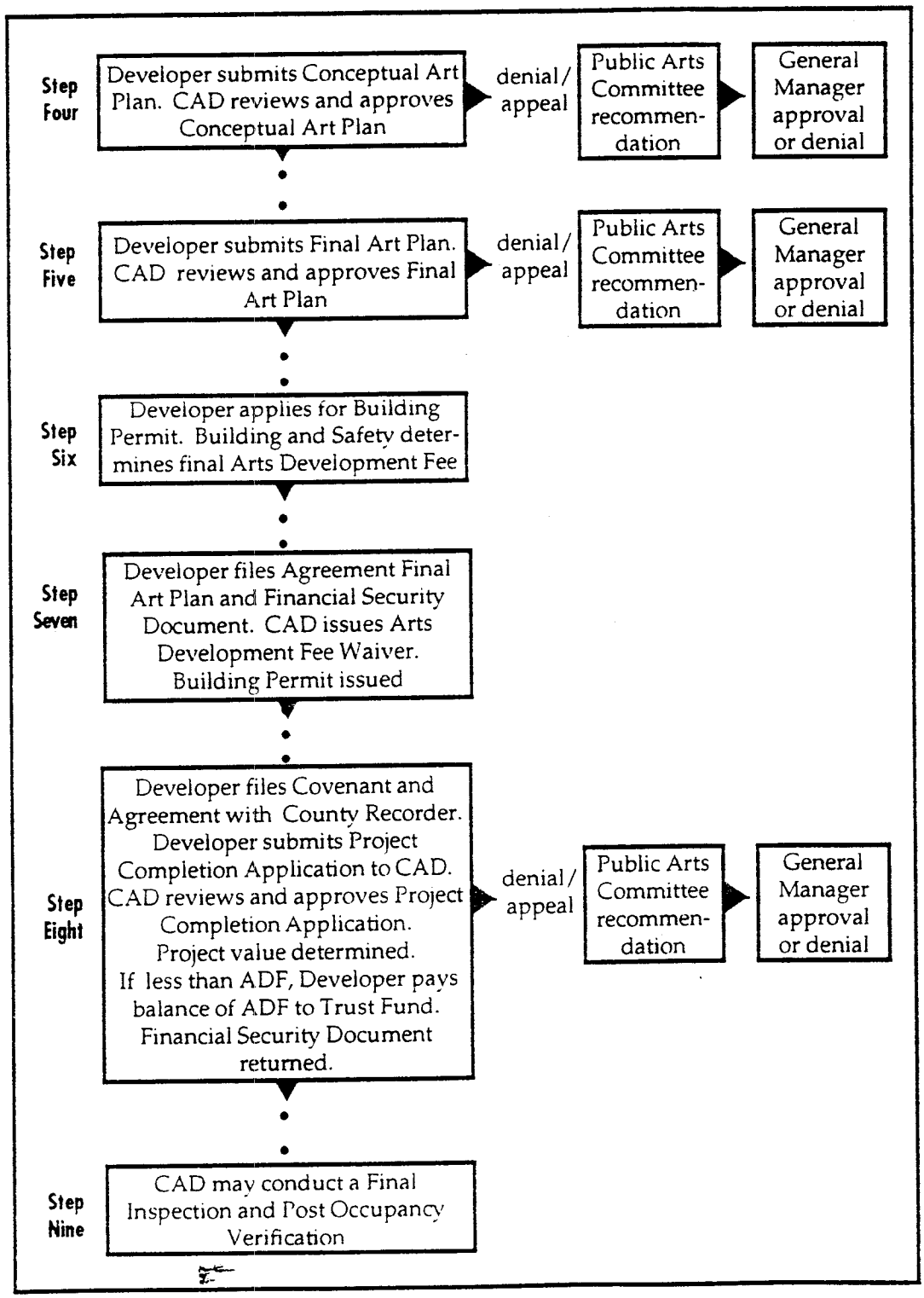
At the time of Conceptual Art Plan submittal, the developer will be assessed a one-time processing fee for application processing. The fee payment to the Cultural Affairs Department will be deducted from the total Arts Development Fee obligation for on-site projects. After Conceptual Art Plan approval, any material change in the Plan from that presented in the "Conceptual Art Plan," will require resubmittal to the Cultural Affairs Department.



On Site Project Review and Approval Procedures

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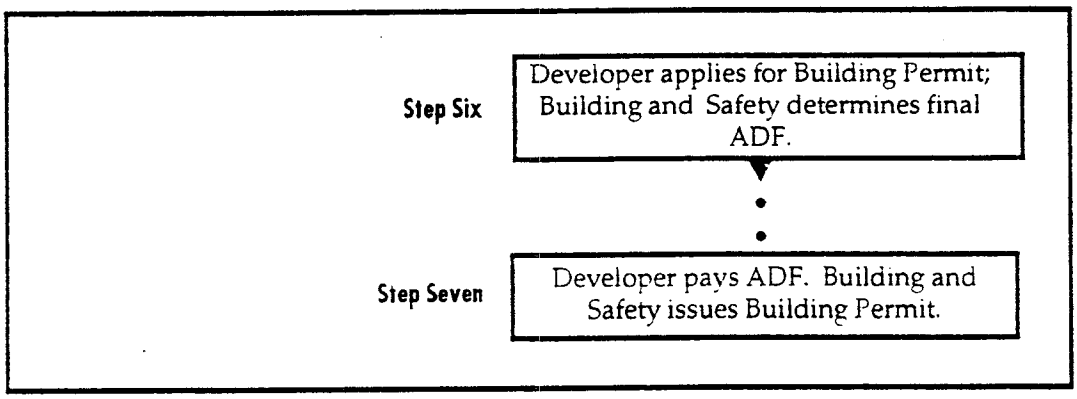
When filling out the Conceptual Art Plan Application, it is a good idea to keep a copy of the Building Permit Application close at hand, as this document contains much information requested in the application.

Step Five: Submittal/Approval of Final Art Plan

The developer submits a Final Art Plan to the Cultural Affairs Department for approval of the Final Art Plan for the on-site project. The Final Art Plan Application Form in this workbook includes detailed information about the on-site project.

Within 20 working days of receiving the developer's Final Art Plan application, Cultural Affairs Department staff will inform the developer of the approval or denial of the application. Staff review will be based on criteria established in this workbook. If the application is denied, the developer has 10 working days to appeal. The applicant may also resubmit a revised application to staff. Within 20 working days of receiving the appeal request, the Public Art Committee of the Cultural Affairs Commission will review the Final Art Plan application and make recommendations to the General Manager. The General Manager's decision is binding. If the appeal is denied, the developer may resubmit a revised application for review.

After Final Art Plan approval, any material change in the location, category or concept from that presented in the Final Art Plan will require resubmittal to the Cultural Affairs Department.



Trust Fund Deposit Review and Approval Procedures

Step Six: Final Fee Determination

When the developer submits the final Building Permit Application, the Building and Safety Department will determine the final Arts Development Fee.

Step Seven: Satisfaction of Fee Requirement

Trust Fund Compliance Option: The developer pays the Arts Development Fee prior to receiving a Building Permit from the Department of Building and Safety. The Building and Safety Department will deposit the fee in the Arts Development Fee Trust Fund, and issue the permit.

On-Site Credit Compliance Option: Upon approval of the Final Art Plan, the Developer must sign an agreement financially secured by an Irrevocable Letter of Credit, a Certificate of Deposit, or an escrow account payable to the City and equal

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to the amount of the Arts Development Fee. The Agreement will stipulate that the developer commits to complete the on-site project by a predetermined date. The Cultural Affairs Department will then issue the developer an Arts Development Fee Waiver Form and a receipt for the financial security document.

The Department of Building and Safety may issue a building permit upon presentation of the developer's Arts Development Fee Waiver form and financial security receipt.

Documenting Project Completion

The Project Completion Application documents the execution of the arts project/program and remaining developer obligations for project completion or payment of outstanding fees. This application includes project costs, maintenance, operating, and archival data for the project/program's life. The Project Completion Application should be submitted prior to the date of expiration of the developer's financial security document. The application addresses such issues as:

Project Budget: What was the total cost of the arts project or program?

In order to calculate the dollar-for-dollar credit against the Arts Development Fee obligation, it is necessary for the developer to provide substantiating evidence of itemized expenditures for hard and soft costs associated with the project. If the Arts Development Fee obligation exceeds the cost of the project/program, the developer will deposit the outstanding balance into the Arts Development Fee Trust Fund.

User Access: How will the developer's users be informed about the arts project/program?

Once the arts project/program is in place, the development's users shall be notified about the arts program/project. This notification may take the form of a permanent marker, informal or scheduled presentations, a special celebratory event, or other appropriate announcements. If the arts project/program is publicly accessible, it is recommended that the developer notify the community surrounding the development so that they may benefit as well.

Project Completion: How was the art executed?

The Project Completion Application shall include a narrative describing how the arts project/process was implemented, citing the names of all parties involved, changes to the project/program since the submission of the Final Art Plan, how the collaboration process evolved, and who is/was responsible for each aspect of the project. If the project/program cannot be completed until after other elements of the development are in place, then a timeline and schedule for completion should be developed, indicating a timeframe within 12 months of the development's completion. Maintenance, operating plans and preservation plans, and security plans to protect the work also should be presented.

Step Eight: Submittal of Project Completion Documents

To release the Letter of Credit, Certificate of Deposit, or Escrow Account, the developer must submit a Project Completion Application to the Cultural Affairs Department for Arts Development Fee credit, with project valuation information as specified in the application form in this workbook. A Covenant and Agreement, signifying a commitment to maintain the arts program, amenity or facility for a specified period of time must also be submitted.

Within 20 working days of receiving the developer's Project Completion Application, Cultural Affairs Department staff will inform the developer of the approval or denial of the application, and the determined value of the Arts Development Fee credit. Staff review will be based on criteria established in this workbook, and on final inspection of the project, if appropriate.

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If the application is denied or there is a disagreement about the value of the credit, the developer has 10 working days to appeal. The developer may also resubmit a revised application to staff. Within 20 working days of receiving the appeal request, the Public Art Committee of the Cultural Affairs Commission will review the application and make recommendations to the General Manager. The decision of the General Manager is binding. If the appeal is denied, the developer may resubmit a revised application.

If, upon approval of Project Completion Application, the determined value of the on-site project is less than the Arts Development Fee requirement, the developer will be required to deposit an amount equal to the outstanding balance into the Arts Development Fee Trust Fund. Once the Arts Development Fee has been satisfied the Letter of Credit, Certificate of Deposit, or Escrow Account will be released.

If, within 30 days of expiration of the financial security, the developer does not submit a Project Completion Application, the City may draw the full amount of the Letter of Credit, Certificate of Deposit, or Escrow Account to be deposited into the Arts Development Fee Trust Fund.

Step Nine : Final Inspection, Post Occupancy Verification and Evaluation

Cultural Affairs Department staff may conduct periodic site visits to the development after the Certificate of Occupancy is issued. The developer and the City's Cultural Affairs Department will maintain copies of reports, contracts, review and approval actions, correspondence and documentation.

Projects and Expenditures Eligible for Credit

Cultural and Artistic Amenities

- Sculpture: Free standing, wall supported or suspended, kinetic, electronic or mechanical in material or combination of materials.
- Murals or portable paintings: In any materials or variety of materials, with or without collage or the addition of non-traditional materials and means.
- Earthworks, works using fire as a medium, neon, mosaics, photographs, prints, calligraphy, any combination of forms or media, including sound, film, holographic and video systems, hybrids of any media and new genres.
- Standardized fixtures such as grates, streetlights, signage, and other design enhancements, as are rendered by an artist for unique or limited editions
- Restoration or replication of original decorative ornament and public art as part of the rehabilitation of historic, cultural and architectural landmarks.
- Similar amenities as determined by the Cultural Affairs Department.

Cultural and Artistic Facilities

- Exhibit/Performance Space: Non-profit, public gallery/exhibition space, public performance spaces, public artistic studio spaces, public arts education facilities and other non-profit spaces where works by artists within the disciplines of visual, performing, literary and media (film and video) arts are produced and/or exhibited.
- Similar facilities on culture and the arts as determined by the Cultural Affairs Department.

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Cultural and Artistic Services

- Performing Arts: Theatre, dance, music and performance art.
- Literary Arts: Poetry readings and story telling.
- Media Arts: Film and video, electronic arts, screenings and installations.
- Education: Lectures, presentations and training in and about arts and culture
- Special events: Parades, festivals and celebrations.
- Similar services on culture and the arts as determined and approved by the Cultural Affairs Department.

Eligible Expenditures

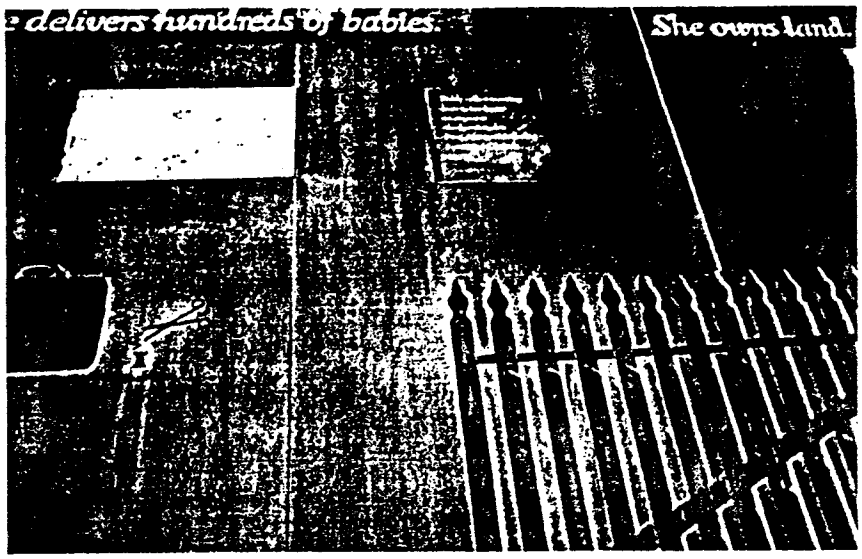
- Artists' fees, which may include dealer fees, design fees and consultation fees. For visual arts projects, total artists' fees should not exceed 20% of the project costs.
- Costs of production and installation of artworks, including artists' labor, materials, and contracted services for the project; permit or certificate fees; studio and operating fees related to the specific artwork; communication, and other indirect costs; artists expenses and travel to the site.
- Preparation of the site directly relative to public art, including direct costs of installation of the artwork; infrastructure and equipment for arts facilities; plaques and labels identifying the artwork; mechanical, electrical, plumbing, and other devices necessary to the artwork.
- Artists' liability coverage relevant to the design and installation of the artwork.
- Up to ten percent (10%) of the Arts Development Fee requirement for art consultant fees.
- Relevant educational materials as approved by the Cultural Affairs Department.
- Artist's design fees for prototypes of mass produced building fixtures such as tree grates, mullions, metal work or entrance lighting. Arts Development Fee credits can only be applied for the artists' design fees, materials and construction/ manufacturing costs above and beyond standardized costs for mass produced fixtures.

Ineligible Expenditures (Note: the "Ineligible Expenditures" below do not apply to Historic Preservation projects. For Eligible and Ineligible Expenditures, see page 24.)

- Directional elements such as supergraphics, signage, or color coding except where these elements are integral parts of the original work of art.
- Art objects which are mass produced, or of standard design, such as playground equipment, fountain or statuary objects.
- Reproductions, by mechanical or other means, of original works of art, except in cases of film, video, photography, printmaking or other media arts.
- Decorative, ornamental, or functional elements which are designed by the building architect as opposed to an artist commissioned for this design enhancement purpose.
- Landscape architecture and landscape gardening except where these elements are designed by the artist and/or are an integral part of the work of art by the artist.
- Services or utilities necessary to operate or maintain the artwork over time.
- Art consultant fees in excess of ten percent (10%) of the art development.

BOE-C6-0116042

Selecting an Artist, Organization or Presenter



Biddy Mason: Time and Place (detail), 1989. Downtown Los Angeles. Artist: Shelia de Bretteville. Photo: Carlos Figueroa

There are many ways to choose an appropriate creator or presenter for an arts project/program. It is recommended that developers obtain professional assistance to coordinate and assist in the selection by retaining an arts consultant/advisor, or a selection panel of arts professionals. Decisions about which selection method to use must be made on a case-by-case basis. Determinants may include such issues as:

- budget for the art project/program
- staff available to coordinate the selection process
- desire for community/user participation
- collaboration possibilities with design team members
- whether the art project/program will be an amenity, facility or service
- the time frame allotted to the process

Whoever is involved in the selection should have a clear understanding of the full range of the available artistic directions in order to select the best possible match between the development site's characteristics, the neighborhood context and the artistic resources available. There are three basic methods of selection:

Invitation/Commission

Artists, organizations, and/or presenters are selected by the developer to propose and create an arts project/program for the development. This option offers the potential for an arts project or program that is tailored to the specific development site and context.

Request for Qualifications (RFQ)

The developer or representative advertises the availability of the development's on-site art project/program and requests organizations or individual artists to submit their qualifications to meet the on-site requirement. The RFQ may be very specific about the type of contractor required. Artists, organizations, and/or presenters submit their qualifications for review by the developer or representative. Respondents are not paid a fee for submitting qualifications, however, the selection team may choose more than one applicant to submit a refined proposal for a fee.

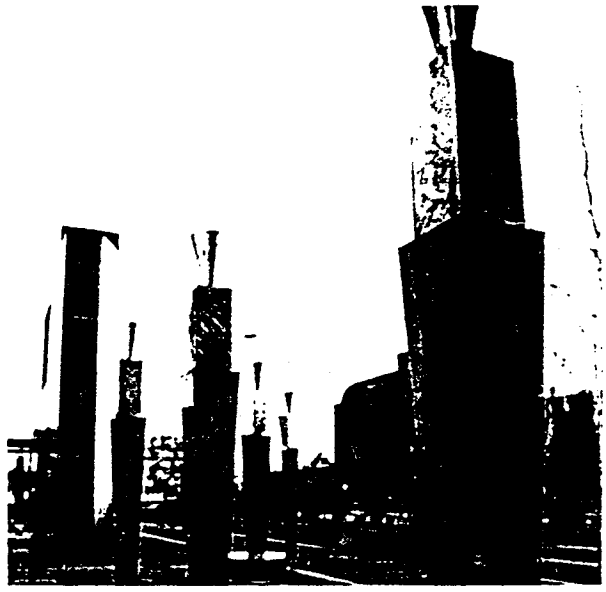
BOE-C6-0116043

Request for Proposals (RFP)

In this option, the developer or representative invites artists, organizations or presenters to submit proposals for a specific type of on-site project or program. Each is paid a proposal fee. The proposal may be developed in coordination or collaboration with other design team members. A selection is made based on the proposals submitted, and the chosen proposal is commissioned for the art project/program.

BOE-C6-0116044

Working with Arts Professionals



Lighting Fixtures, Grand Promenade, 1988-89. Downtown Los Angeles. Artist: Michael Davis

There are many ways a developer may obtain professional advice in selecting an artist, art project or program for a development project. Developers may consult with producers and presenters, arts organizations, arts consultants, art dealers and art galleries. Each profession has a different method of working and charging for services. Developers may also obtain assistance in the selection of artists, artwork, projects, or programs from professionals practicing in related fields, such as architects, designers, landscape architects, artists, craftspeople, media specialists, artist organizations and presenters. In such cases, it is recommended that the following criteria be adapted to apply to an evaluation of the qualifications and experience of those consultants under consideration.

The following is a synopsis of the roles that various arts professionals may play. The information is adapted from guidelines of the Association of Professional Art Advisors (APAA). The City will refer to these guidelines in approving the qualifications of those individuals or groups proposed by the developer to provide technical assistance for the art selection process. The business and professional standards established by the APAA are relevant to consultants working in all arts disciplines, from visual to performing arts.

Experience

The consultant should have professional expertise appropriate to the proposed Conceptual Art Plan framework, combining the appropriate educational background with work experiences at museums, performance art venues, galleries, arts organizations, arts agencies, and / or other arts and cultural venues which teach arts management, production, curatorial skills, art handling and presentation, maintenance and conservation procedures, and other contemporary practices.

Education

The consultant should have an understanding of the following areas: art history with areas of specialization, contemporary or traditional art, arts administration, the art market, educational concepts, and art and artist support services. Background and skills in working with the arts community and as a development team member with design, construction and development professionals are essential.

BOE-C6-0116045

Work with Art Community

Consultants may have made contributions to publications, public lectures, educational programming, public arts consultations and services. They may have performed related community services working with the arts community as board members of arts institutions and organizations, or cultural planning efforts. The consultant should have comprehensive familiarity with the past and current work of contemporary artists in a broad range of media and genres and have access and working relationships with the artists and/or their representatives.

Roles and Responsibilities

The consultant should be qualified to provide professional guidance on the commission, purchase, planning, design, installation, placement, presentation, and maintenance of arts projects/programs. S/he may assist in arranging events, tours, lectures and presentations and other art programs. The consultant may work with architects and/or other designers to integrate the art program with other design and development objectives.

Professional Practices

Professionals in the field of arts consulting have different business practices.

Arts advisors and arts consultants are paid by the client for their expertise and services, and therefore receive no financial gain from the purchase or commission or sale of any specific artwork, project, or program. They do not receive commissions from artists, dealers, or other selling agents in addition to their consulting fees, nor do they maintain an inventory of art for sale. Their salary is based on a fee for service, often calculated as a percentage of the total art budget. A typical fee calculation is 10% of the total art budget.

Dealers, artist representatives, and gallery owners have contractual relationships with certain individual artists to act effectively as their agent. They receive commissions from the sale of those artists' work. They do not work with artists other than those with whom they maintain a contractual relationship. Typically, dealers, artist representatives and gallery owners take a commission from 30% to 50% of the sale price of the artwork. The dealer maintains an inventory of artwork and overhead for that purpose. Dealers, artist representatives, or gallery owners who provide art consulting services therefore should not charge separate consulting fees to the developer in addition to their commission.

When visual artists are commissioned to produce site-specific artworks, the Cultural Affaris Department will allow commissions on artists' fees only, exclusive of production and installation costs (see page 15.)

BOE-C6-0116046

Working with Arts and Artists' Organizations

Hollywood Jazz: 1945-1972 (mural detail), 1990. Hollywood. Artist: Richard Wyatt

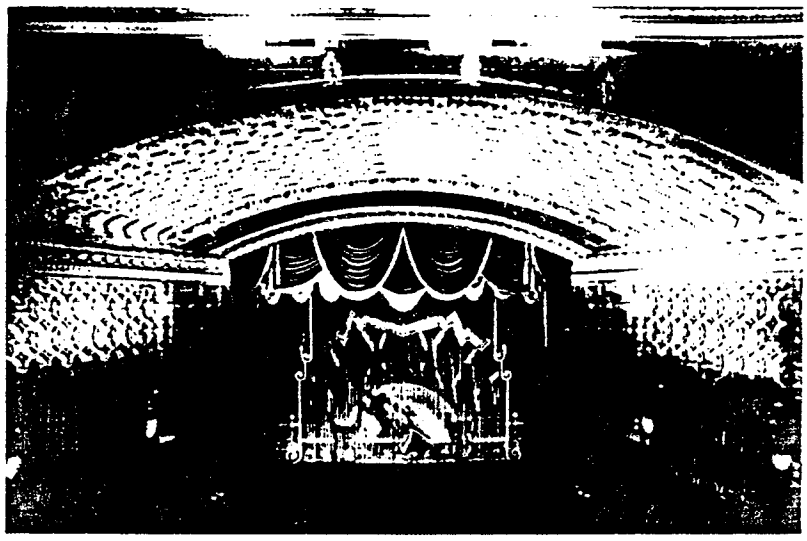
There are many local non-profit arts organizations and artists' organizations in the Los Angeles community, all of which may offer creative ideas to assist the developer in conceptualizing an arts project or program. Some organizations specialize in certain arts disciplines, some are concentrated in specific neighborhoods, and some serve specific patrons, such as those that sponsor children's art programs. Others are multi-disciplinary, or serve a broad constituency of artists and communities. Some arts organizations also serve as informal community centers, neighborhood gathering places, or in other ways function as the "heartbeat" of the community.

These organizations can provide valuable resources and services to the developer. They can assist in the early stages of project definition as project designers or as conduits and referrals to individual artists. They can also work on the implementation of a project as presenters, promoters, facilitators and performers. Arts and artists' organizations will have an informed sense of the art opportunities best suited to the locale or a development's users. Many have worked in collaboration with developers and property owners in their outreach and educational efforts. Such organizations can balance their creative thinking talents with critical bottom line considerations.

The Cultural Affairs Department has an extensive data base of arts and artists organizations, codified by media, discipline, geographic concentration and audiences served. This information is available to anyone seeking assistance from the Department staff.

Additionally, the Department has established a resource directory of Los Angeles area arts organizations, artists, and arts professionals available to work with developers.

BOE-C6-0116047



Renovated Interior of El Capitan Theatre, 1991. Hollywood. Photo: Gary Krueger

Historic Preservation

Arts Development Fee credits may be requested for restoration, preservation and maintenance work performed on historic buildings and sites. Both adaptive use projects and those that combine rehabilitation and new construction may qualify. (The Arts Development Fee will not be assessed for repair, renovation, or rehabilitation that does not alter the size or occupancy load.) To qualify, a building or site must be listed as a designated local or national landmark/monument/site, listed as a contributing building in an Historic District, or declared eligible for designation as determined by the City of Los Angeles Cultural Heritage Commission. As a designated or eligible landmark, the entire building is considered to be a work of art. Therefore, the eligible expenditures for credit include a broader spectrum of development costs than for other development projects.

Eligible expenditures for credit application include:

- Direct hard costs for maintaining, restoring, and preserving historic character-defining features. Elements of the building(s) or site which constitute "character defining features" are outlined in the Secretary of the Interior's Standards for Rehabilitation.
- Restoration, preservation, re-planting or recultivation of historic or period landscape features, fences, walls and other appurtenances which constitute character defining features of the site.
- Labor costs for all professional fees (such as restoration craftsworkers, architectural historians, artisans, artists, architects, landscape architects, and structural engineers) contributing to the maintenance, restoration, and preservation of character defining features, providing each professional has demonstrated skills in the work required. Qualifications indicating experience and expertise of all professionals must accompany the credit application.

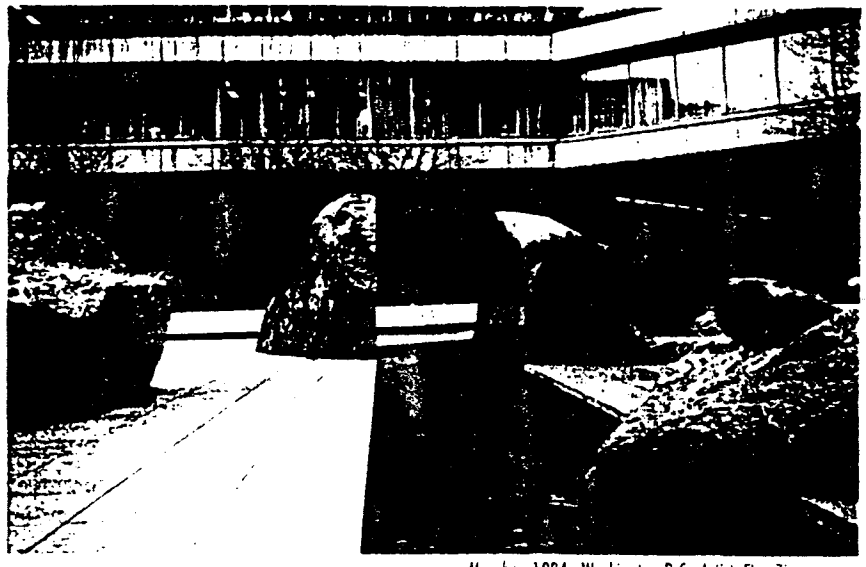
Ineligible expenditures:

- Structural, mechanical, and electrical systems
- Interior furnishings that are not attached to the building
- Other costs related to restoration, preservation, maintenance, etc. of elements that have no visible presence and are not character-defining features.

All projects which will apply for credit for the above eligible expenditures must use and submit an Historic Structures Report or a Restoration Plan that identifies character-defining features in need of work and specifications to guide the effort. Such a plan must be approved by the Cultural Heritage Commission prior to application for credit.

BOE-C6-0116048

Maintenance and Conservation



Marabar, 1984. Washington D.C. Artist: Elyn Zimmerman.

While some art forms have a temporary life span by nature, many art projects and programs must be maintained in place for the life of the development. In cases where a project is intended to endure, its physical conservation is necessary. It is equally important to protect the work against neglect, alteration, relocation or removal. In many cases, preventive measures will greatly assist the conservation effort. Therefore, it is recommended that maintenance and conservation issues be addressed during the planning, design, fabrication and installation stages of a project rather than as an after-thought following project completion. The maintenance plans for the art project/program should address such issues as:

Roles and Responsibilities: Who will monitor and implement the maintenance program?

The continued maintenance of the artwork will be the owner's responsibility. The art project/program should be accompanied by a clearly-defined and accountable record of which parties will be undertaking maintenance and conservation efforts. The developer will execute and record a covenant for maintenance of the artwork including preservation in good condition, protection against defacement, mutilation, vandalism, alteration, weathering and erosion. It is also important that sufficient financial and technical resources are provided for ongoing maintenance and extraordinary conservation needs.

Since the artwork is a fixed asset of the property, when ownership is transferred, subsequent owners of the development should be informed that they are responsible for the artwork acquired from previous owners, and are not permitted to remove it from the property without incurring the Arts Development Fee obligation. A conservation record should be kept by both the developer and the artist.

Approvals: Which parties must approve any plans for maintenance, conservation, alteration, relocation, or removal of the artwork?

The contract between the developer and the artist should outline the artist's first right of refusal for maintenance, repair, and the approval of extraordinary conservation efforts and professionals. The contract should include a scope of services for preparation of conservation standards, protection measures, regular procedures for evaluating conservation needs, and funding of maintenance services. The City may inspect the condition of any artwork for damage and maintenance needs and may be called on to approve conservation proposals.

BOE-C6-0116049

Endnotes (from page 5)

[1] ***Ordinance** No. 163,242conditions issuance of building permits for City capital improvements upon a deposit of one percent of construction costs in the City's Arts and Cultural Services and Facilities Trust Fund.*

***Ordinance** 163,243notifies developers of the City's intention to enact an Arts Development Fee of up to one percent of the construction of new, non-residential development.*

***Ordinance** 163,244establishes an Arts and Cultural Services and Facilities Trust Fund and mandates that the City annually deposit the equivalent of a one percent transient occupancy tax into the fund, and that all City capital improvements deposit one percent of their construction costs in the fund.*

***Ordinance** 163,245establishes the Arts Development Fee Credits, delinieating how developers may apply for dollar-for-dollar credits for on-site artworks as a means of satisfying the arts development fee requirement.*

[2] *The fee formula is the equivalent of $12.48 per employee over the life of the building, estimated at 31.5 years. The rate of the fee for each building type is dependent upon the employee load per square foot. Thus the Arts Development Fee for an office structure, with a large number of employees per square foot, is higher than the fee for a warehouse.*

BOE-C6-0116050

Conceptual Art Plan Application Form
(Step 4 in Workbook)

Mail to: City of Los Angeles
Cultural Affairs Department
433 S. Spring Street, 10th Floor
Los Angeles, CA 90013
(213) 485-9570

Recommended Submittal Date:(At or prior to Preliminary Plan Check submittal) Date of Application: / /

Development Site Street Address:

Zip:

Development Site Assessors Parcel Number:

Developer/Owner:

Developer/Owner Address:

City: State: Zip:

Contact Person: Phone ( )

Title:

1. *Project Context*

1a. What is the estimated Arts Development Fee for this development? $ _____

What is the estimated dollar value of the proposed on-site art project?

Artist Fees (including Dealer/Artist Representative Fees) $ _____

Art Consultant Fee $ _____

Fabrication (materials, labor, other) $ _____

Related Costs (detail on additional page if necessary) $ _____

Total Estimated Budget $ _____

1b. What are the proposed land uses on the site?

Primary use	Secondary use	Approx. Sq. Ft.	
___	___	_____	residential
___	___	_____	commercial office
___	___	_____	commercial retail
___	___	_____	institutional
___	___	_____	light ind./manu.
___	___	_____	heavy ind./manuf.
___	___	_____	warehouse
___	___	_____	other (specify)
___	___	_____	

1c. In what Community Plan Area is this development site located?

Central and Northeast L.A.
- ❑ Boyle Heights
- ❑ Central City
- ❑ Central City North
- ❑ Hollywood
- ❑ Northeast LA
- ❑ Silverlake/Echo Park
- ❑ South Central
- ❑ Southeast LA
- ❑ West Adams/Baldwin Hills/Leimert Park
- ❑ Westlake
- ❑ Wilshire

West L.A.
- ❑ Bel Air/Beverly Crest
- ❑ Brentwood/Pac.Palisades
- ❑ Palms/Mar Vista/Del Ray
- ❑ Westchester/Playa Del Rey/Playa Vista
- ❑ West LA
- ❑ Westwood
- ❑ Venice

San Fernando Valley
- ❑ Arleta/Pacoima
- ❑ Canoga Pk./Winnetka/Woodland Hills
- ❑ Chatsworth/Porter Ranch
- ❑ Encino/Tarzana
- ❑ Granada Hills/Knollwood
- ❑ Mission Hills/Panorama City/Sepulveda
- ❑ North Hollywood
- ❑ Northridge
- ❑ Reseda/W. Van Nuys
- ❑ Sherman Oaks/Studio City/Toluca Lake
- ❑ Sunland/Tujunga/Lakeview Terrace/Shadow Hills
- ❑ Sun Valley
- ❑ Sylmar
- ❑ Van Nuys/N. Sherman Oaks

South L.A.
- ❑ San Pedro
- ❑ Wilmington/Harbor City
- ❑ Harbor Gateway

2. User Access (note: The Arts Development Fee Ordinance requires that the on site art project must be made accessible to the development's users)

2a. Who will be using the development?

Primary users	Secondary users	
___	___	workers
___	___	shoppers
___	___	tourists/visitors
___	___	residents/neighbors
___	___	_____other (specify)
___	___	_____

2b. Where will they come from?

Primary users	Secondary users	
___	___	the immediate neighborhood
___	___	within a 5 mile radius of development
___	___	the Los Angeles region
___	___	outside of the Los Angeles region

2c. What are the intended hours of access to the development?

_____

_____

2d. How and when will the proposed on-site art project be accessible to the people identified in 2a.?

_____

_____

_____

_____

3. Project Description

3a. Is the proposed on-site project a cultural amenity, facility or service?
(If you are unsure of the category, describe the proposed project in 3b.)

___**Cultural Amenity**

includes: artist-designed construction elements, sculpture, murals or portable paintings, other visual artwork of any form, media or genre, media art, standardized fixtures or furnishings designed by artists, restoration, rehab and replication of historic architectural ornament

___**Cultural Facility**

includes: exhibit and performance space, educational space, artist work space

___**Cultural Service**

includes: performing arts, literary arts, media arts, educational events, special events

3b. Describe the proposed on-site art project:
(Please include a brief statement regarding the proposed project's cultural or artistic relevance to this particular development site. Refer to workbook p. 15: Projects and Expenditures Eligible for Credit)

_____

_____

_____

_____

BOE-C6-0116052

3c. Where will the proposed on-site art project be situated in the site plan of the development? During what parts of the construction schedule will the art project be executed?

_____

_____

_____

_____

3d. Will the proposed project be accessible to the surrounding community? If so, describe:

_____

_____

_____

_____

4. *Selection Process*

4a. Will the selection process be: (check all that apply)

_____ direct artist selection
_____ direct presenter/organization selection
_____ request for artist/organization qualifications
_____ request for artist/organization proposals
_____ selection by professional panel

4b. Indicate the number of the following to be involved in the selection process:
(refer to workbook pp. 15-22: Guidelines)

_____ developer
_____ art consultant/ advisor
_____ art professional
_____ art organization
_____ architect
_____ landscape architect
_____ artist
_____ community representatives
_____ other (specify): _____

5. *Attachments*

- Attachment A: Preliminary Plan (including Plot Plan, General Project Description, Timeline):
  If appropriate, include an 8.5" X 11" plot plan of the development, indicating the locations of the proposed cultural amenity, facility or service. Identify a timeline for implementation of the on-site art project. The schedule should indicate how the art/artist selection process, Final Art Plan, project implementation and project completion stages parallel the overall development schedule milestones and project approvals from the Department of Building and Safety.
- Attachment B: Letters of Intent:
  Include letters of intent from all consultants proposed to be involved in the selection process.

Name and title of person filling out this application: _____

_____

Signature _____

Date ____ / ____ / ____ Phone ( ) _____

Questions? Call the Cultural Affairs Department at (213) 485-9570

For City use only: Conceptual Art Plan Approval

Name _____ Title _____ Date ____ / ____ / ____

Cultural Affairs Department, City of Los Angeles

Mail to: City of Los Angeles
Cultural Affairs Department
433 S. Spring Street, 10th Floor
Los Angeles, CA 90013
(213) 485-9570

Final Art Plan Application Form

(Step 5 in Workbook)

Building Permit Application Plan Check #: _____ Office: _____

Recommended Submittal Date:(At or prior to Building Permit Application) Date of Application: / /

Development Site Street Address: _____

_____ Zip: _____

Development Site Assessors Parcel Number: _____

Developer/Owner: _____

Developer/Owner Address: _____

City: _____ State: _____ Zip: _____

Contact Person: _____ Phone ( ) _____

Title: _____

1. *Project Budget*

1a. What is the Arts Development Fee obligation for this development?

$_____

1b. What is the total dollar value of the proposed on-site art project?

$_____ (refer to workbook p. 15: Projects and Expenditures Eligible for Credit)

2. *User Access*

2a. Is the information included in "Section 2 - User Access" of the previously submitted Conceptual Art Plan accurate as of this date? Yes ____ No ____; If not, describe changes:

_____

_____

_____

_____

_____

2b. How and during what hours will the art project be accessible to the development's users?

_____

_____

_____

_____

_____

BOE-C6-0116054

2c. Describe any plans for general community access to the art project:

_____

_____

_____

_____

2d. How will the building's users and others be informed of the on-site art project? (For example plaque, advertising, and signage)

_____

_____

_____

_____

2e. What are your plans to introduce the artist/presenter/organization to the building's users when the on-site project is completed ?

_____

_____

_____

_____

3. *Cultural Amenity/ Facility/ Service Plan*

3a. Is the information included in "Section 3 - Project Description" of the previously submitted Conceptual Art Plan accurate as of this date? Yes ____ No ____; If not, describe changes:

_____

_____

_____

_____

3b. Project elements:

	yes	no	n/a
Is there collaboration between the artist(s) / arts organization and the building's designers?	___	___	___
Is there an arts organization involved in operating the facility or service?	___	___	___

3c. Describe the security arrangements to protect the on-site project:

_____

_____

_____

_____

BOE-C6-0116055

4. *Selection Process*

4a. Is the information included in "Section 4 - Selection Process" of the previously submitted Conceptual Art Plan accurate as of this date? Yes ____ No ____; If not, describe changes:

_____

_____

_____

_____

5. *Attachments*

- Attachment A: Arts Development Fee

  Copy of Building permit application with Arts Development Fee calculations.

  1. *Final Art Plan including:*

     Estimated Art Budget: Anticipated itemized expenditures of labor costs, fees, acquisition, installation and/or operating and maintenance costs, etc.

  2. *On-site Project Documentation:*

     Additional materials (plans, illustrations, slides, tapes, slides or photos of models, drawings, narratives, documents, etc.) to support the application.

  3. *Revised Site Plan:*

     If appropriate, indicating the locations of and access to the proposed cultural amenity, facility or service and changes since the Conceptual Art Plan submittal.

  4. *Artist/Arts Organization/Arts Presenter Selection:*

     List the name, position and role of each individual and organization selected for the on-site art project. Include resumes and organization documents.

  5. *Project Completion Schedule:*

     Identify a timeline for implementation of the on-site art project. The schedule should indicate how the artist/ organization/ presenter involvement, project implementation and project completion stages parallel the overall development schedule milestones and project approvals from the Department of Building and Safety.

- Attachment B: Letters of Intent

  Include letters of intent/contractual agreements from all artists, arts organizations and/or arts presenters proposed to be involved in the on-site art project.

Name and title of person filling out this application: _____

_____

Signature _____

Date ____ / ____ / ____ Phone (____) _____

Questions? Call the Cultural Affairs Department at (213) 485-9570

For City use only: Final Art Plan Approval

Name _____ Title _____ Date ____ / ____ / ____

Cultural Affairs Department, City of Los Angeles

BOE-C6-0116056

Mail to: City of Los Angeles
Cultural Affairs Department
433 S. Spring Street, 10th Floor
Los Angeles, CA 90013
(213) 485-9570

Project Completion Application Form
(Step 8 in Workbook)

Building Permit #: Office

Recommended Submittal Date:(At or prior to Certificate of Occupancy submittal) Date of Application: / /

Development Site Street Address:

Zip

Development Site Assessors Parcel Number:

Developer/Owner:

Developer/Owner Address:

City State Zip

Contact Person Phone ( )

Title

1. *Project Budget*

1a. What is the Arts Development Fee obligation for this development?

$_____

1b. What is the total dollar value of the on-site art project to be credited against the Arts Development Fee obligation?

$_____ (refer to workbook p. 15: Projects and Expenditures Eligible for Credit)

2. *User Access*

2a. Is the information included in "Section 2 - User Access" of the previously submitted Final Art Plan accurate as of this date? Yes ____ No ____; If not, describe changes:

2b. Is there a plaque or other appropriate announcement identifying the creator(s) of the on site project that is accessible and viable by the users of the development? Yes ____ No ____; If not,explain how the on-site artwork will be identified:

2c. If the project is a facility or service, summarize the schedules for operation.

BOE-C6-0116057

3. *On Site Art Project*

3a. Indicate any aspects of the project which are not completed and how and when they will be implemented within 12 months of the date of this application.

_____

_____

_____

_____

_____

_____

_____

3b. Describe the operation and maintenance plans for the artwork, including artist(s)/ organizations/ presenter recommendations for the care, maintenance, and preservation of the art project in good condition. Describe plans for the protection and security to prevent mutilation, defacement, alteration or removal. (Refer to workbook p. 25: Maintenance and Conservation)

_____

_____

_____

_____

_____

_____

_____

4. *Artist/ Presenter/ Organization Participation*

4a. Is the information included in "Section 4 - Selection Process" of the previously submitted Final Art Plan accurate as of this date? Yes ____ No ____; If not, describe changes:

_____

_____

_____

_____

4b. List the names of the artists, arts organizations and/or presenters participating in the on-site art project.

Artist/Organization/Presenter	Area of Involvement

BOE-C6-0116058

5. *Attachments*

- Attachment A: Project Completion Documents

1. *Art Project Budget:*

   Itemized expenditures of labor costs, artist fees, dealer/artist representative fees, art consultant fees, materials, acquisition, installation and/or operating and maintenance costs, etc. Include invoices, receipts, etc.

2. *On-Site Project Documentation:*

   Additional materials (plans, illustrations, slides, tapes, slides/photos of models, drawings, narratives, documents, etc.) to support the application.

3. *Revised Site Plan:*

   If appropriate, include a site plan of the development as-built, indicating the locations of and access to the proposed cultural amenity, facility or service.

4. *Revised Project Implementation Schedule:*

   If the on-site art project is not completed, identity a timeline for implementation and completion of the on-site art project. The schedule should indicate how the artist/ organization/ presenter involvement, project implementation and project completion stages parallel the overall development schedule milestones and project approvals from the Department of Building and Safety. (N.B. If the project is not completed within an agreed-upon time period, the City will draw down the developer's financial security.)

5. *Facility and Service Plans:*

   Attach copies of presenter/organization agreements, plans, schedules and budgets for operating a nd maintaining the cultural facility or service.

6. *Artist/Arts Organization/Arts Presenter Participation:*

   Attach a concurring statement from each artist/organization/presenter confirming their involvement with the on-site art project and their "sign off" on the completed project.

7. *Artwork Identification:*

   Submit data regarding artist(s) names, addresses, telephone numbers, titles of the artwork, artists' conceptual statements, archival information, technical descriptions of the artwork, fair market value (if applicable), location and dates of execution.

8. *Indemnification, Covenant and Agreement:*

   Developer to submit statement which indemnifies, defends and holds the City and related parties harmless from any and all claims and liabilities arising from the on-site project.

   Submit covenant and agreement, stamped by County recorder, on form provided by Cultural Affairs Department.

Name and title of person filling out this application _____

_____

Signature _____

Date ____ / ____ / ____ Phone ( ) _____

Questions? Call the Cultural Affairs Department at (213) 485-9570

For City use only: Project Completion Approval

Name _____ Title _____ Date ____ / ____ / ____

Cultural Affairs Department, City of Los Angeles

BOE-C6-0116059

Credits

The Cultural Affairs Department thanks Carol Goldstein for assembling, researching and writing the text for this workbook. The Cultural Affairs Department also wishes to thank the following people for their insights and comments:

David Abel
Michael Alexander
Keith Allen-Niesen
Tarabu Betserai
James Burks
Susan Cloke
Karen Connally, Esq.
Jessica Cusick
Rudy DeChellis
Elaine Gans-Hemes
Johanne Gaudioso
Ray Girvigian
Elyse Grinstein
Steven Gunther
Mickey Gustin
Robert Harder
Jim Hunter
Michelle Isenberg
Mickey Kaplan
Miles Kubo
Ed Leffingwell
Helen Lewis
Kathy Lucoff-Saunders
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Douglas Ring, Esq.
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Frank Villalobos
Gin Weathers
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Cultural Affairs Department Staff

Barbara Goldstein, Director of Design Review and Cultural Planning
Joan DeBruin, Public Arts Administrator

Graphic Design

Scott Figenshow

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

September 8,1994

190th Street &
Western Ave.

To: Hadar Plafkin, Project Coordinator
Department of City Planning

From: Robert Takasaki, Senior Transportation Engineer
Department of Transportation

Subject: **NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE PROPOSED SOUTH BAY POWER CENTER AT 190TH STREET AND WESTERN AVENUE**

The Department of Transportation (DOT) has reviewed the NOP for a DEIR for the proposed power center located on the southeast corner of 190th Street and Western Avenue. The power center will consist of a 810,000 square-foot regional shopping center with medium to very large retail outlets, a 3,500 seat multiplex theatre, restaurant pads and possibly a supermarket on a 67.4 acre site in a M3-1 zone with 4,400 parking spaces.

The developer has already been advised that a traffic study will be required. DOT has been engaged in an ongoing series of meetings with the traffic consultant, Meyer, Mohaddes Associates, Inc., to develop a Memorandum Of Understanding (MOU) regarding the parameters for the traffic study. As a result of these meetings DOT and the consultant have agreed that the scope of work and approach for the traffic study will be as shown in the attached six page summary entitled: MOU for Traffic Study - 190th/Western "South Bay Power Center". DOT will be working closely with Meyer, Mohaddes Associates, Inc. to produce the required traffic study for the DEIR.

Should any questions arise, please contact Charles King at (213) 485-2295

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CGK/A:sbpctr

attachment

cc: Council District No. 15
Southern District, DOT
Meyer, Mohaddes Associates, Inc.

Meyer, Mohaddes Associates, Inc.

Traffic Engineering • Transportation Planning

September 1, 1995

Robert T. Takasaki, P.E.
Senior Transportation Engineer
City of Los Angeles
Department of Transportation
221 N. Figueroa Street, Suite 600
Los Angeles, CA 90012

RE: MOU for Traffic Study - 190th/Western "South Bay Power Center" 95-009

Dear Mr. Takasaki:

Enclosed is a copy of the Memorandum of Understanding (MOU) for the traffic study for the proposed South Bay Power Center located at the intersection of 190th Street/Western Avenue in the City of Los Angeles. It reflects the discussion we have previously had with your department, plus input from staffs of the adjacent cities and the County.

Please review the MOU and call me if you have any questions or comments. I wanted to clarify a couple of points with regard to the following:

Project Description The total square footage has remained the same, but there are now more theaters. This effects the shopping center trip rates slightly since the retail square footage went down to 707,000.

Geographic Distribution We modified the earlier distribution slightly in response to input from Torrance. They felt more traffic would be oriented toward the West, so the percentage to the West was increased from 8 to 10 percent and the percentage to the North was reduced from 12 to 10 percent.

Study Intersections The intersection list includes the input from the four jurisdictions noted. Some of the CMP intersections may not be carried through the full analysis once we have checked to see if they meet the 50 trips added threshold.

Trip Credits We propose to apply a 10% trip credit to the theater trips only, as the shopping center rate already reflects internal trips. We propose a 25% trip credit for pass by trips. This is on the low end of the range suggested by ITE and consistent with the fact that both 190th and Western are heavily used commute routes. Of course, 100% of the trips will be assigned to project driveways in their analysis. We propose a 50% trip credit for diverted linked trips on the freeway. This will be reflected in the analysis by adding 100% of the freeway oriented trips to the freeway ramps and city street arterials/intersections, but in discussing impacts to the freeway mainline, we will assume that 50% of the trips which use the freeway for access to the site during the PM peak hour, would have been on the freeway already even without the project. This seems reasonable given the congestion on the San Diego Freeway. Not that many people would drive on the San Diego Freeway during peak hours to shop at this center, unless they would have been commuting on the freeway during that time period anyway and just decide to divert off the freeway to shop.

Please send us a signed copy of the MOU or one with your comments marked on it, as soon as you've completed your review. For your information, the Notice of Preparation for the Environmental Impact

Report has been issued and comments are due back by September 18, 1995, so we would like to finalize this MOU rapidly. Thank you for your input and assistance to date.

Sincerely,

Meyer, Mohaddes Associates, Inc.

Michael P. Meyer
Principal

enc
cc: Charles King, LADOT
Tom Wolff, Thomas Wolff and Company
Craig Lawson, CW Cook
Wendy Lockwood, ESA
Larry Musil, MPR

J95-009\RTT9-01.ltr

SCOPING FOR 190TH/WESTERN TRAFFIC STUDY

This Memorandum of Understanding (MOU) acknowledges Los Angeles Department of Transportation (LADOT) requirements of the traffic impact analysis for the following project:

Project Name South Bay Power Center
Project Address 19200 South Western Avenue, Los Angeles, CA 90501
Project Description 810,000 square foot regional shopping center, including 103,000 square feet of theaters (5,000 seats), located in the southeast quadrant of 190th St/Western Ave, with access from both streets.

Geographic Distribution:

Freeway (60%)	N 15%	S 10%	E 15%	W 20%
Arterials (40%)	N 10%	S 12%	E 8%	W 10%

Trip Generation Rates (Source) ITE Trip Geneation Manual 5th Edition (1991) Land Use Codes 820 (Shopping Center & 444 (Movie Theater with Matinee) See Attached Trip Generation Table.

Land Use	Shopping Center in	Shopping Center out	Land Use	Theater in	Theater out
AM Trip Rates	0.46	0.27		N.A.	N.A.
PM Trip Rates	1.63	1.63		0.04	0.02

Project Buildout Year 1998
Ambient or CMP Growth Factor 1%
Related Projects: See Attached List

Study Intersections: (Includes scoping input from LADOT, LA County, Cities of Torrance and Gardena)

1. Crenshaw Blvd/182th Street
2. Crenshaw Boulevard/I-405 SB Off-On Ramps
3. Crenshaw Boulevard/Del Amo Boulevard
4. Crenshaw Boulevard/190th Street
5. *Crenshaw Boulevard/Pacific Coast Highway
6. *Figueroa Street/Pacific Coast Highway
7. Figueroa Street/190th Street
8. Hamilton Avenue/Torrance Boulevard
9. *Hawthorne Boulevard/Pacific Coast Highway
10. *Hawthorne Boulevard/Sepulveda Boulevard
11. *Hawthorne Boulevard/190th Street
12. I-110 SB Off-On Ramps/Hamilton Avenue
13. I-110 NB On Ramp/190th Street
14. I-110 SB Off Ramp/190th Street
15. I-110 SB Off-On Ramps/Carson Street
16. I-405 SB Off-On Ramps/190th Street (near Western)
17. I-405 NB Off-On Ramps/182nd Street
18. I-405 SB Ramps/190th Street (near Normandie)
19. Normandie Avenue/Carson Street
20. Normandie Avenue/I-405 NB Ramps
21. Normandie Avenue/182th Street
22. Normandie Avenue/182th Street
23. Normandie Avenue/190th Street
24. Normandie Avenue/Torrance Boulevard
25. Vermont Avenue/Carson Street
26. Vermont Avenue/Torrance Boulevard
27. Vermont Avenue/190th Street
28. *Western Avenue/190th Street
29. Western Avenue/Del Amo Boulevard
30. Western Avenue/I-405 NB Off-On Ramps
31. Western Avenue/Torrance Boulevard
32. *Western Avenue/Carson Street
33. Western Avenue/182nd Street
34. *Western Avenue/Sepulveda Boulevard
35. Western Avenue/195th Street
36. *Western Avenue/Pacific Coast Highway

(* denotes CMP intersections to be checked for 50 trip threshold)

ip Credits:

ansportation Demand Management May be considered as a mitigation measure	Yes	(No)
isting Active Use Site clean up activity in progress	Yes	(No)
evious Land Use Previous industrial use ceased in 1992	Yes	(No)
ternal Trips Retail Shopping Center rate reflects internal trips for shopping, but theater rates do not. 10% internal trip reduction for theater trips	(Yes)	No
ss By Trips 25% pass by trip reduction for shopping center trips, based on range of rates applicable from ITE methodology of between 22.5% and 39%	(Yes)	No
iverted Linked Trips 50% of trips on freeways assumed to be diverted linked trips (50% will be considered new trips on the freeway mainline, 100% new trips on freeway ramps and arterials)	(Yes)	No

his analysis must follow latest LADOT traffic study guidelines dated November 1993.

	Consultant	Developer/Owner
ame	Meyer, Mohaddes Associates	Lockeed-Martin Corporation
ddress	900 Wilshire Boulevard, Suite 1200, Los Angeles, CA 90017	6801 Rockledge Drive Bethesda, MD 20817
hone No.	213-488-0345 fax: 213-488-9440	301-897-6823 (William Snowden)

pproved By:

ichael P. Meyer
rincipal, Meyer, Mohaddes Associates

Date

LADOT's Representative

Date

PROPOSED SOUTH BAY POWER CENTER (WESTERN AVENUE/190TH STREET)
(Total Square Footage = 810,000')

Land Use	Size	Units	Daily Trip Rate	AM Rate		PM Rate		Daily Trips	AM Trips		PM Trips	
				In	Out	In	Out		In	Out	In	Out
Shopping Center	707	KSF	34.92	0.46	0.27	1.63	1.63	24,688	325	191	1,152	1,152
Theater (103 KSF)	5000	Seats				0.04	0.02				200	100
Theater	20	Screens	153.33					3,067				
							TOTAL	27,755	325	191	1,352	1,252

BOE-C6-0116066

South Bay Power Center
Cumulative Projects List

TM #	Project Name/Location	Size	Units	Description
T1	3330 Lomita Blvd.	24.5	ksf	Medical Center
T2	17505 Yukon Ave.	6	du	Condominium
T3	2825 Plaza Del Amo	84	du	Condominium
T4	4921 Spencer St.	54	du	Condominium
T5	220 Via Riviera	28	du	Single Family
T6	3535 Del Amo Blvd.	31.1	ksf	Office/Warehouse
T7	501 Amapola	38.6	ksf	Manufacturing
T8	3400/3440 Lomita Blvd.	60	ksf	Office/Parking
T9	SEC Amie Ave. & Torrance Blvd.	46	ksf	Office
T10	1984 Artesia Blvd.	1.31	acre	Hotel/Restaurant
T11	23228 Hawthorne Blvd.	28.8	ksf	Hotel
T12	23860 Los Codona Ave.	72	du	Senior Housing
T13	2675 Sepulveda Blvd.			Oil recovery project
T14	235th St.	36	du	Senior Housing
T15	SEC Amie & Torrance Blvd.	9.4	ksf	Office/Bank
T16	4502 186th St.	195	du	Senior Housing
T17	4101 Torrance Blvd.	75	ksf	Women's Center
		60	ksf	Medical Center
T18	19500 Crenshaw Blvd.	79.3	ksf	Storage Building
T19	5340 190th St.	4.7	ksf	Auto Service
T20	1425 Engracia	21	du	Single Family
T21	SEC Artesia & Prairie	14.2	ksf	Car wash/auto service
T22	540 Maple Ave.	8	ksf	Retail
T23	20308 Gramercy	112	ksf	Subdivision
T24	Hawthorne and Via Valmonte	15	acre	Subdivision
T25	3500 Challenger St.	44.3	ksf	Office/Warehouse
T26	2115 182nd St.	12	ksf	Church
T27	2186 Redondo Beach Blvd.	1.4	ksf	Fast Food w/ Drive-thru
T28	21003-21088 Tomlee 21055-21081 Wendy 21080-21098 Colony Ct.	56	du	Codominium
T29	2801 Sepulveda	81	du	Condominium
T30	2501-2548 Dorset 2115-2139 Elm Ave. 2500-2566 Woodbury	12	du	Condominium
C1	Carson Town Center	957	ksf	Retail/Office/ Industrial
C2	Metro 2000 Outlet Center	1870	ksf	Retail
G1	NEC Western Ave. & Artesia Blvd.	190	ksf	Shopping Center
G2	Vermont Ave. & Artesia Blvd.	54	ksf	Supermarket

T - City of Torrance
C - City of Carson
G - City of Gardena
LA - City of Los Angeles

Department of Water and Power the City of Los Angeles

RICHARD J. RIORDAN
Mayor

Commission
DENNIS A. TITO, *President*
CONSTANCE L. RICE, *Vice President*
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JUDY M. MILLER
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KENNETH S. MIYOSHI, *Assistant General Manager and Chief Engineer*
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JAMES F. WICKSER, *Assistant General Manager—Water*
PHYLLIS E. CURRIE, *Chief Financial Officer*

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August 23, 1995

Hadar Plafkin
Lateef Sholebo
Project Coordinators
221 North Figueroa Street, Room 1500
Los Angeles, California 90012

Dear Mr. Plafkin:

Response to Draft Environmental Report
Western/190th Street Shopping Center

The City of Los Angeles Department of Water and Power (Department) would like to submit the following comment for the proposed project listed above. This project lies completely within the boundary of the City of Los Angeles and all domestic and fire water service will be furnished by this Department. The Developer has expressed an interest to obtain water service from the City of Torrance, but the City of Los Angeles has jurisdiction for this project area and water facilities in the area to provide service.

If you have any further questions, please contact me at (213) 367-1228. Correspondence may be mailed to Department of Water and Power, 111 North Hope Street, Room 1425, Los Angeles, CA 90012.

Sincerely,

Charlotte Rodrigues

CHARLOTTE RODRIGUES
Harbor/East Valley District Engineer

c: EIR

Ms. Charlotte Rodrigues

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435

t (213) 236-1800
f (213) 236-1825

Officers: President: Supervisor Bob Buster, Riverside County • 1st Vice President: Councilmember Dick Kelly, Palm Desert • 2nd Vice President: Supervisor Yvonne Brathwaite Burke, Los Angeles County • Immediate Past President: Mayor Stella Mendoza, Brawley

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September 11, 1995

Mr. Hadar Plafkin, Project Coordinator
Los Angeles City Planning Department
221 N. Figueroa St., Room 1500
Los Angeles CA 90012

RE: **Comments on the Notice of Preparation for the Draft EIR for the Proposed Western/190th Street Shopping Center - SCAG No. I 9500420**

Dear Mr. Plafkin:

Thank you for submitting the **Notice of Preparation for the Draft EIR for the Proposed Western/190th Street Shopping Center** to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies in reviewing projects and plans for consistency with regional plans.

In addition, The California Environmental Quality Act requires that EIRs discuss any inconsistencies between the proposed project and the applicable general plans and regional plans (Section 15125 [b]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Please provide a minimum of 45 days for SCAG to review the DEIR when this document is available. If you have any questions regarding the attached comments, please contact Glenn Blossom at (213) 236-1876.

Sincerely,

Eric H. Roth

ERIC H. ROTH
Manager, Intergovernmental Review

Printed on recycled paper

COMMENTS ON A NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED WESTERN/190TH STREET SHOPPING CENTER

PROJECT DESCRIPTION

The project consists of a Tentative Tract for the proposed development of a new shopping center containing approximately 810,000 square feet of building area on a site of 2,918,520 square feet (67.4 acres), with 4,400 parking spaces. The shopping center will contain medium to very large retail outlets, 3,500-seat multiplex theaters, restaurant pads and possibly a supermarket.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIR for the proposed shopping center[1]:

- *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*
- *Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.*
- *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*
- *Encourage developments in and around activity centers, transportation node corridors, underutilized infrastructure systems and areas needing recycling and redevelopment.*
- *Encourage planned development in locations least likely to cause adverse environmental impact.*

---

[1] See Endnote.

- *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*

- *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*

- *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage and to develop emergency response and recovery plans.*

The Regional Mobility Element (RME) also has policies pertinent to the proposed Town of Yucca Valley Comprehensive General Plan[2]. This chapter links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant policies of this chapter are the following:

- *Promote TDM programs along with transit and ridesharing facilities as a viable and desirable part of the overall mobility program while recognizing the particular needs of individual subregions.*

- *Support the extension of TDM program implementation to non-commute trips for public and private sector activities.*

- *Support the coordination of land-use and transportation decisions with land-use and transportation capacity, taking into account the potential for demand management strategies to mitigate travel demand if provided for as a part of the entire package.*

- *Support the use of market incentives as a mechanism to affect and modify behavior toward the use of alternative modes for both commute and non-commute travel.*

---

[2] See Endnote.

- *Expanded transportation system management by local jurisdictions will be encouraged.*

- *Urban form, land-use and site-design policies should include requirements for safe and convenient non-motorized transportation, including the development of bicycle and pedestrian-friendly environments near transit.*

CONCLUSIONS

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed shopping center should be implemented and monitored, as required by CEQA.

- - -

ENDNOTE

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

Roles and Authorities

SCAG is a ***Joint Powers Agency*** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's ***Metropolitan Planning Organization*** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. §134(g)-(h), 49 U.S.C. §1607(f)-(g) et seq., 23 C.F.R. §450, and 49 C.F.R. §613. SCAG is also the designated ***Regional Transportation Planning Agency***, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the ***South Coast Air Quality Management Plan***, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. §7504(a) as a ***Co-Lead Agency*** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining ***Conformity*** of Projects, Plans and Programs to the Air Plan, pursuant to 42 U.S.C. §7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for ***reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans*** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for ***Inter-Governmental Review*** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, ***Environmental Impact Reports*** of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. §1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized ***Areawide Waste Treatment Management Planning Agency***.

SCAG is responsible for preparation of the ***Regional Housing Needs Assessment***, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council) for preparing the ***Southern California Hazardous Waste Management Plan*** pursuant to California Health and Safety Code Section 25135.3.

TOYOTA

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UNIT

Toyota Motor Sales, U.S.A., Inc.
19001 South Western Avenue
P.O. Box 2991
Torrance, CA 90509-2991
(310) 618-4000
(310) 618-7800 Fax

September 14, 1995

VIA CERTIFIED MAIL

Hadar Plafkin
Lateef Sholbo
Project Coordinators
City of Los Angeles
221 N. Figueroa St., Room 1500
Los Angeles, CA 90012

Re: Case No. 95-0177-SUB
Western/190th Street Shopping Center

In response to your Pre-draft Request for Comments dated August 18, 1995, Toyota Motor Sales, USA, Inc. (Toyota) wishes to submit the following concerns for consideration in the Environmental Impact Report.

While certain retail uses will enhance the corporate business environment that exists along 190th Street, we are very concerned about the density and mix of uses shown on the proposed plan. Toyota believes that a less "ambitious" project, with significantly larger landscape setbacks (similar to our campus) is more appropriate for development in this area.

The proposed sign towers are, to say the least, an ill-conceived idea and a poor attempt to establish project identity. These "Las Vegas" scale signs are completely non-contextual and will degrade the visual quality of the area.

The proposed project will negatively impact key circulation elements of Toyota's site. Specifically, we believe that the primary access to our Headquarters' site will be negatively impacted by the proposed project, resulting in a loss of the left-in, left-out traffic movement. In addition, we are concerned that traffic at the Western/190th street intersection as well as that the stacking ramp for 405 southbound will be negatively impacted by the additional traffic generated by the proposed project.

We are also very concerned that heavy construction traffic will severely impact our associates during the morning and evening commute hours because the site is only accessible from the eastbound lanes of 190th street or the northbound lanes of Western Avenue.

We are concerned that the traffic generated by the proposed project will negatively affect circulation to/from our property on the Northwest corner of 190th/Western where Millies Cafe and the 76 gas station are located.

We are concerned that traffic discharged from the proposed project will find themselves lost on our campus if they try to find an alternate access point to/from Van Ness Ave. to the west.

We are concerned that the evening and weekend uses proposed by your plan will have a significant negative impact on our campus security and associates. We would anticipate that, as a direct result of the proposed plans, Toyota will need to install fencing around the perimeter of our site as well as increase the amount of manned patrols. This is of particular concern due to the entertainment component of the site which will draw large groups of people from outside the local area on evenings and weekends.

Toyota is concerned that the run-off from surface water on the proposed project will further exacerbate the flooding that occurred in the area during last winter's rain storms.

Toyota does not believe that the proposed project is responsive to its community context and does not maximize the potential for either its owners or neighbors. Therefore, we have joined with other corporate neighbors including McDonnell Douglas, Allied-Signal, Gascon Mar Ltd. and the Seeley Company to fund a comprehensive master plan study that includes the proposed project area. We strongly encourage the City of Los Angeles to support this planning effort and to evaluate the benefits of this alternative project (as required by CEQA).

Toyota recognizes that Lockheed-Martin is entitled to pursue the sale and development of their property. In fact, we are very appreciative of the efforts they have made to keep us informed of their plans. However, we employ 3,300 associates at our Headquarters' facility and believe that the project as proposed will have a significant, negative, impact on our operations.

Please call me at (310) 618-5442 if you have any further questions.

Sincerely,
TOYOTA MOTOR SALES, USA, INC.

Sanford L. Smith, AIA
National Real Estate Manager

STATE OF CALIFORNIA— BUSINESS AND TRANSPORTATION AGENCY PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606
TDD (213) 897-6610

September 14, 1995

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IGR/CEQA/NOP #8042
INITIAL STUDY
WESTERN/190TH ST. SHOPPING CENTER
Vic. LA-405-14.594

Hadar Plafkin or Lateef Sholebo
Project Coordinators
City of Los Angeles
221 N. Figueroa St., Room 1500
Los Angeles, CA 90012

Dear Sirs:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project, the Western/190th St. Shopping Center. The shopping center contains approximately 810,00 square feet of building area on a site of 2,918,520 square-feet, and includes a 3,500 seat theater and retail outlets of varied sizes.

We concur with the NOP recommendation that a Traffic Study should be conducted. To assist us in our efforts to evaluate and assess the impacts of this project on the State Transportation System, a Traffic Study should be prepared in advance of the DEIR to analyze the following information:

1. Assumptions used to develop trip generation/distribution including the method and assumptions used to develop the percentages and assignment.

2. ADT, AM and PM peak-hour volumes for both the existing and future (Year 2015) conditions. This should include the San Diego Freeway (SR-405) affected ramps, streets, crossroads, and controlling intersections, as well as an analysis of existing and future conditions on mainline freeway.

3. An analysis of future (Year 2015) conditions which include project traffic and cumulative traffic generated for all approved developments in the area.

4. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:

   * financing
   * scheduling considerations
   * implementation responsibilities
   * monitoring plan

5. I.C.U. and level of service (LOS) analysis for affected freeway ramp intersections on the State Highway indicating existing=project LOS, and existing =project=other projects LOS (Existing and Future).

6. Developers percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer should be addressed. What this means is that any assessment fees for mitigation should be of such proportion as to not only cover local impacts but should be extended to cover mainline highway deficiencies that occur as a result of the additional traffic generated by the project.

Any transportation related mitigation measures or work such as signalization, grading, widening, drainage, or freeway mainline improvements etc., which involve State right-of-way, will also require a Caltrans Encroachment Permit. Any measures that exceeds $1,000,000, not including right-of-way, will also require a Caltrans Project Study Report (PSR).

Any transport of heavy construction equipment which requires the use of oversize transport vehicles on State Highways will require a Caltrans transportation permit. We recommend that large size trucks trips be limited to off-peak commute periods.

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Stephen J. Buswell
District 07 IGR-CEQA Coordinator
Transportation Planning Office
120 So. Spring Street
Los Angeles, CA 90012

Thank you for this opportunity to comment. If you have any questions, regarding these comments, please call me at (213) 897-4429.

Sincerely,

Stephen J. Buswell

STEPHEN J. BUSWELL
IGR/CEQA Coordinator
Transportation Planning Office

cc: Mark Goss
State Clearinghouse

AJS File: 190-LAC.LTR

YM Investments, Inc.
INTERNATIONAL

September 15, 1995

RECEIVED
CITY OF LOS ANGELES
SEP 18 1995
ENVIRONMENTAL UNIT

Hadar Plafkin
City Planning Commission
221 N. Figueroa St., Room 1500
Los Angeles, CA 90012

Re: Pre-Draft Comments Regarding Tentative Tract No. 52045, Case No. 95-0177-SUB, Lockheed Martin Corporation, Applicant.

Dear City Planning Dept.:

This letter is written on behalf of the Torrance Business Center Owners Association, a multi-tenant, multi-building office complex located at 1971-1999 West 190th Street in the City of Torrance, just one block west of the intersection of 190th Street and Western Avenue.

It is our opinion the above-mentioned proposed project, as currently drafted, does not conform to the office/industrial/corporate headquarters environment that has shaped the 190th corridor. The strictly office nature of this area has afforded us a wonderful and vital business environment as well as reduced incidents of crime (especially on weekends). A predominately retail and entertainment use of the subject site would completely disrupt and compromise the continuity that we have invested in this area.

810,000 square feet of retail space on this site is simply bad planning and is an apparent exit strategy ("entitle and sell") by the current owners, Lockheed Martin Corporation. Rather, the correct approach to this development is a proper master plan that preserves, enhances and benefits from surrounding land uses. This is not a blighted neighborhood! Vision and integrity needed. This site is far too important to proceed otherwise and should be given careful thought and input from land use professionals and adjacent property owners. Then and only then will a project emerge worthy of being called a landmark for our great 190th corridor.

Please note that any project must include modification of the Western Avenue on/off ramps to the San Diego (405) Freeway. Both of which are at capacity during peek hours.

Thank you for this opportunity and kind consideration.

Sincerely,
YM INVESTMENTS, INC.
Agent for
TORRANCE BUSINESS CENTER

Arthur J. Sala
Vice President

[illegible] Street ■ Suite 100 ■ Torrance, California 90504
[illegible] ■ FAX [illegible]

BOE-C6-0116078

GMC Neighborhood Association
c/o Dick Higashi
16207 S. Bonsallo Ave.
Harbor Gateway
Gardena, CA 90247-5014

September 13, 1995

Madar Plafkin
Project Coordinators
Environmental Review Section
221 N. Figueroa St., Room 1500
Los Angeles, CA 90012-2601

Dear Mr. Plafkin

Reference is made to Case No. EIR-95-0177-SUB, Project Name: "Western/190th Street Shopping Center" dated August 18, 1995.

The proposed project will result in the need for additional police services. The investigation should address these services and include possible impacts on the LAPD, Southeast Division. Consultation with LAPD regarding feasibility of providing adequate space for a Mini Police Substation in above project should be addressed.

Thank you for letting me participate in making comments towards the Preparation of a Draft Environmental Impact Report.

Sincerely,

Richard I. Higashi

Richard I. Higashi

RECEIVED
CITY OF LOS ANGELES
SEP 18 1995
ENVIRONMENTAL
UNIT

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL

Post-it® Fax Note 7671	Date 9/19/95 # of pages ▸ 2
To Alta Shigeta	From Ray Saidi
Co./Dept. City Planning	Co. Burch Engr.
Phone # Environmental Sec.	Phone # 485-3091
Fax # 580-5572	Fax #

DATE: September 14, 1995

TO: Mr. Con Howe, Director
Department of City Planning
Attention: Hadar Plafkin, Project Coordinator

RECEIVED
CITY OF LOS ANGELES
SEP 19 1995
ENVIRONMENTAL UNIT

FROM: for Frank V. Bonoff, Division Engineer
Development Services Division
Bureau of Engineering

SUBJECT: **Request for Comments - Pre-Draft EIR No. 95-0177 (SUB) - 19200 South Western Avenue "WESTERN/190TH STREET SHOPPING CENTER"**

Your referral, dated August 18, 1995, requesting the City Engineer's comments on the above subject Pre-Draft EIR has been reviewed by this office.
The following areas of specific concern addressing the "Western/190th Street Shopping Center" site should be discussed or included in the Draft EIR:

STREETS:
Additional street dedications may be required on Western Avenue (Major State Highway) to complete the elimination of the jogged intersection at 190th Street.

A full-width concrete sidewalk should be constructed along the property on Western Avenue satisfactory to the City Engineer, the City of Torrance, and CALTRANS. Additional street improvements may be required to complete the elimination of the jogged intersection at 190th Street.

Installation of tree wells, tree well covers and planting of street trees in 190th Street should be done satisfactory to the Street Tree Division of the Bureau of Street Maintenance.

Installation of street lights should be done satisfactory to the Bureau of Street Lighting.

Note: Western Avenue is designated as a Major State Highway and is partially located in the City of Torrance. Permits must be obtained from CALTRANS and the City of Torrance for any improvements or constructions done within their jurisdiction. Therefore, additional onsite and offsite street dedications and improvements may be required in connection with this development to mitigate the project impacts.

Other project impacts on freeways, highways, and local arterials together with project mitigation measures within the vicinity of the project site should be discussed in the Draft EIR.

All grading plans, parking area and driveway plan should be submitted to the Harbor District Office of the Bureau of Engineering for review and approval.

SEWERS:
Sewers are now existing in 190th Street adjacent to the property. Depending on the lot configuration of the proposed subdivision, construction of additional mainline and house connection sewers may be required to provide each individual lot a separate house connection.

An analysis of the increased wastewater amounts and the potential impact to the existing City wastewater system capacity should be included in the Draft EIR. The analysis should also include previous wastewater amounts generated when the area was utilized for industrial businesses. Also, include the anticipated wastewater amounts to be generated by the various establishments planned in the project area, and the potential impact to the current sewer lines and plant capacities.

STORM DRAINS:
Existing and new construction of onsite and offsite storm drain systems and other appurtenances should be discussed in the Draft EIR and be included as project mitigation measures. Hydrology/hydraulic calculations, and drainage plans should be submitted to the Harbor District Office of the Bureau of Engineering for review. Any potential secondary impact, such as the quality of the drainage runoff, from the storm drain construction should also be discussed.

Any questions regarding this report should be directed to Mr. Ray Saidi of Development Services Division at (213) 485-3091.

LSY/jkk
C: LD558.JKK

cc: Harbor District Office

Geotechnical Services Section

Project Management Division - Environmental Engineering Section

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

RECEIVED
CITY OF LOS ANGELES
SEP 20 1995
ENVIRONMENTAL UNIT

September 20, 1995

TO: Hadar Plafkin, Project Coordinator
Department of City Planning

FROM: Fire Department

SUBJECT: PREDRAFT REQUEST FOR COMMENTS - WESTERN/190TH STREET SHOPPING CENTER, EIR CASE NO. 95-0177(SUB)

The proposed project, Western and 190th Street shopping center, consists of approximately 810,000 square feet of building area on a site of 2,918,520 square feet with approximately 4,400 parking places. The shopping center will include shops, theaters, restaurants, and a grocery store.

The following comments are furnished in response to your request for this Department to review the proposed development:

A. FIRE-FLOW

The adequacy of fire protection for a given area is based on required fire-flow, response distance from existing fire stations, and this Department's judgment for needs in the area. In general, the required fire-flow is closely related to land use. The quantity of water necessary for fire protection varies with the type of development, life hazard, occupancy, and the degree of fire hazard.

Fire-flow requirements vary from 2,000 gallons per minute (G.P.M.) in residential areas to 12,000 G.P.M. in high-density commercial or industrial areas. A minimum residual water pressure of 20 pounds per square inch (P.S.I.) is to remain in the water system, with the required gallons per minute flowing. The required fire-flow for this project has been set at 6,000 G.P.M. from four fire hydrants flowing simultaneously.

Improvements to the water system in this area may be required to provide 6,000 G.P.M. fire-flow. The cost of improving the water system may be charged to the developer. For more detailed information regarding water main improvements, the developer shall contact the Water Services Section of the Department of Water and Power.

Based on a required fire-flow of 6,000 G.P.M., the first-due Engine Company should be within 1 mile, the first-due Truck Company within 1.5 miles.

B. FIRE STATION LOCATION

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

Fire Station No. 79
18030 S. Vermont Avenue
Gardena, CA 90247
Paramedic Engine Company
Staffing 4
Miles 1.6

Fire Station No. 85
1331 W. 253rd Street
Harbor City, CA 90710
Task Force and Engine Company
Paramedic Rescue Ambulance
Staffing 12
Miles 4.5

Fire Station No. 64
118 W. 108th Street
Los Angeles, CA 90061
Task Force Truck and Engine Company
Paramedic Rescue Ambulance
EMT Rescue Ambulance
Staffing 14
Miles 6.8

The above distances were computed to Western Avenue and 190th Street.

Based on this criteria (response distance from existing fire stations), fire protection would be considered inadequate.

In order to mitigate the inadequacy of fire protection in travel distance, sprinkler systems will be required throughout any structure to be built, in accordance with the Los Angeles Municipal Code. Section 57.09.07.

C. ACCESS

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

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

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

Submit plot plans that show the access roads and/or the turning areas for Fire Department approval.

The width of private roadways for general access use and fire lanes shall not be less than 20 feet clear to the sky.

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

Additional vehicular access may be required by the Fire Department where buildings exceed 28 feet in height.

Entry gates will be built to City standards to the satisfaction of the City Engineer and the Fire Department.

D. HYDRANTS

All first story portions of any commercial or industrial building must be within 300 feet of an approved fire hydrant.

Adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after the Fire Department's review of the plot plan.

Conclusion

The proposed project shall comply with all applicable State and local codes and ordinances, and the guidelines found in the Fire Protection and Fire Prevention Plan, as well as the Safety Plan, both of which are elements of the General Plan of the City of Los Angeles (C.P.C. 19708).

Mike D. Bowers

WILLIAM R. BAMATTRE
Chief Engineer and General Manager

Dal L. Howard, Assistant Fire Marshal
Bureau of Fire Prevention and Public Safety

DLH:AM:cch/a:\west190.wp

cc: Councilman Rudy Svorinich, Fifteenth Council District

Gascon Mar Ltd.

RECEIVED
CITY OF LOS ANGELES
SEP 21 1995
ENVIRONMENTAL
UNIT

September 18, 1995

Mr. Hadar Plafkin
City of Los Angeles
Planning Department
221 N. Figueroa Street, Room 1500
Los Angeles, CA 90012

RE: Case No. 95-0177-Sub, Western/190th Street Shopping Center

Dear Mr. Plafkin:

This organization owns property on 190th Street west of the subject site, and represents three major property owners directly contiguous to the proposed site, one being McDonnell Douglas, owner of 168 acres contiguous to the easterly boundary to the subject property, and the other two being Toyota Motor Sales, U.S.A., Inc. and Allied Signal Aerospace who jointly own approximately 200 acres directly west of the subject property, across Western Avenue. Toyota's corporate headquarter facilities are located directly across Western Avenue from the subject property; Allied Signal occupies several buildings on their land. This group of property owners has requested us to coordinate the preparation of a land use plan for their entire ownership, specifically including the property owned by McDonnell Douglas contiguous to the subject property. McDonnell Douglas anticipates imminent redevelopment of its property. This will include an alternative plan for the Lockheed Martin property which we believe will represent an integrated master plan for the entire 400+ acres, and will suggest an alternative site for the proposed retail project, which we believe will minimize environmental effects. We anticipate this planning effort will be completed within the next 30 days.

As a response to the notice of preparation and the areas of possible environmental impact, we would particularly emphasize the following environmental impacts:

Item 8, Light/Glare:

The proposed retail development, particularly with the extremely high freeway signs, will create a completely different lighting environment to what currently exists, adversely effecting adjacent property owners' use and enjoyment of their property.

2050 W. 190th Street, Suite 201, Torrance, California 90504 • (310) 782-2525 • FAX (310) 781-9253

Item 9, Land Use:

While some retail in the area is needed, the conversion of 69 acres of industrial land to retail needs to be justified, for the following reasons:

(A) Market demand does not exist for this amount of retail space, due to competitive developments and stagnant retail sales.

(B) Additional sales tax revenues generated from this project will not in any way increase regional sales tax revenues, but purely represent a movement of dollars from one site to another.

(C) Job creation by retail projects is much more limited than on an industrial, R & D or office project due to lower densities of employees per acre for retail, lower wage levels in retail industries, and in particular to the lower multiplier effect of retail jobs versus office or industrial jobs. Flat retail sales mean that new retail projects produce no net retail employment growth. The spending power resulting from new employment, the true measure of retail sales tax benefits to a community, is therefore dramatically less than for industrial and manufacturing use.

The current layout has a significant adverse effect on major employers to the west, as well as potential development to the east, since there is no coordination or master planning as between these sites.

Finally, at a time when the City of Los Angeles faces a huge problem of job loss, and numerous studies (the New Economy Project and the LAEDC's most recent economic forecast) specifically detail the lack of good quality industrial land as being a significant factor in this and a future impediment to the City's economic growth, and when this block of land with its neighbors represent the single largest piece of developable industrial land in the City south of the San Monica Mountains (except for Playa Vista), any retail development on this site would appear to deserve further scrutiny.

Item 11-14, Transportation:

Significant intersection impacts result from the project both on surface streets and at the freeway ramps. Furthermore, requirements for additional street access to the west across currently privately owned property might be a function of this development. Once again, the lack of any concerted master planning efforts precludes the possibility of relieving 190th Street traffic impacts by additional east west connectors through the McDonnell Douglas property adjacent. The master plan we are developing will attempt to alternate this condition.

Item 15, Public Services:

Additional security resulting from the influx of a substantial transient population into a corporate and industrial environment will cause significant expense issues for surrounding property owners.

Item 17, Aesthetics/View:

Minimal side yards, unimproved rear building elevations and extraordinarily high signage all will have a significant adverse effect on adjacent property owners. The layout of the buildings on the subject property appears to adversely affect property owners to the east, west and south.

Alternatives/Alternate Site:

We request that as part of the EIR, alternative uses for the subject site be studied. One scenario will be part of our submittal on behalf of adjacent property owners; this will also show an alternate site for new proposed retail development at a lesser density.

On behalf of these major property owners, we appreciate the City of Los Angeles's consideration of these issues. Please note that our intent is not to delay the redevelopment of this site, but rather ensure that issues of importance to surrounding property owners and to the economic development of the City are adequately addressed.

Yours very truly,

GASCON MAR LTD.

Allan W. Mackenzie
Partner

AWM:sa

LOS ANGELES POLICE DEPARTMENT

WILLIE L. WILLIAMS
Chief of Police

RICHARD J. RIORDAN
Mayor

P.O. Box 30158
Los Angeles, Calif. 90030
Telephone:
(213) 485-3205
Ref #: 1.4.5

September 18, 1995

RECEIVED
CITY OF LOS ANGELES
SEP 2 3 1995
ENVIRONMENTAL
UNIT

Mr. Hadar Plafkin
Project Coordinator
Los Angeles City Planning Department
Environmental Review Section
221 North Figueroa Street, Room 1500
Los Angeles, California 90012

Dear Mr. Plafkin:

EIR CASE NO.: 95-0177-SUB

The proposed Western/190th Street Shopping Center, 19200 South Western Avenue, Los Angeles, California, has been reviewed. The proposed project is located in the Los Angeles Police Department's Harbor Area. I have enclosed Area and individual Reporting District crime, population, average crime rates per thousand persons, predominant crime, response time to emergency calls for service and Area personnel statistics and information.

A project of this size will have a significant impact on the police services in Harbor Area. As per the information given in the "Pre-Draft Request For Comments," there will be approximately 2,433 persons occupying the completed project at any given time. In order to maintain the current level of police service in Harbor Area additional officers will be needed.

The Los Angeles Police Department Crime Prevention Section is available to advise you regarding crime prevention features appropriate to the design of the individual buildings involved in the project.

Upon completion of the individual buildings involved, you are encouraged to provide the Harbor Area Commanding Officer with a diagram of each building. The diagram should include access routes, building numbers and any additional information that might facilitate police response.

Any questions regarding this "Pre-Draft Request For Comments" should be referred to Sergeant Reid F. Morthel, Officer-In-Charge, CPS at (213) 485-3134.

Very truly yours,

WILLIE L. WILLIAMS
Chief of Police

JAMES T. McBRIDE, Commander
Commanding Officer
Community Affairs Group

Enclosures

FACT SHEET

The Reporting District (RD) tract cross reference for RD 0501 shows a population of 5931.

Crimes per 1000 persons: Determine the total number of crimes in RD 0501, as per the PACMIS Report, then: crime ÷ population x 1000 = crimes per 1000 persons. 333 crimes ÷ 5931 persons x 1000 = 56 crimes per 1000. Fifty-Six crimes per 1000 is below the Citywide average of 82/1000. The predominate crimes in RD 0501 are aggravated assault, vehicle theft and burglary from vehicle.

It is estimated that approximately 2423 persons will occupy the completed project at any given time. The formula used to compute this figure was (3) persons per 1000 square feet of retail space, (807,566 ÷ 1000 x 3 = 2423). This formula was suggested by Michael Brandman Associates, Inc. The figure 2423 represents a significant impact on emergency services in the Harbor Area.

The Citywide average response time to emergency calls for service in 1994 was 7.6 minutes. Harbor Area response time to emergency calls during this same period was 7.7 minutes.

There are approximately 235 sworn officers and 40 civilians assigned to Harbor Area. Harbor Area covers 25.7 square miles and has an estimated population of 166,011. The Harbor Area Community Police Station is located at:

2175 John S. Gibson Boulevard
San Pedro, California 90731
(310) 548-7600

Table #1

LOS ANGELES POLICE DEPARTMENT
CRIMES BY REPORTING DISTRICT OF OCCURRENCE

TYPE OF CRIME	1994								FIRST 1/4 1995			
	RD 501	HARBOR	CITYWIDE						RD 501	HARBOR	CITYWIDE	
Burglary from Business	11	406		9654					2	104		2244
Burglary from Residence	39	927		24196					6	207		5997
Burglary Other	8	588		9681					1	179		2477
Street Robbery	12	594		20528					4	101		4625
Other Robbery	7	372		10194					0	69		2400
Murder	1	31		813					0	5		174
Rape	1	70		1628					0	13		368
Aggravated Assault	93	1918		40116					16	486		8968
Burglary from Vehicle	52	1952		48010					15	546		13058
Theft from Vehicle	6	604		16182					6	144		4123
Grand Theft	14	575		14589					4	139		3657
Theft from Person	0	21		1617					0	7		319
Purse Snatch	1	18		1024					0	4		248
Other Theft	25	1056		27840					8	288		7403
Bicycle Theft	2	109		1441					0	0		13
Vehicle Theft	60	2458		55507					9	556		13511
Bunco	1	9		307					0	2		65
TOTAL	333	11708		283327					71	2850		69650

BOE-C6-0116092

CITY OF CARSON

October 17, 1995

RECEIVED
CITY OF LOS ANGELES
OCT 19 1995
ENVIRONMENTAL
UNIT

Mr. Hadar Plafkin, Project Coordinator
City of Los Angeles
Department of City Planning
221 N. Figueroa St., Room 1500
Los Angeles, CA 90012

RE: Pre-Draft Request for Comments
Case No. 95-0177-SUB
Western/190th Street Shopping Center

Dear Mr. Plafkin:

In response to the Notice of Preparation for the above project, enclosed please find the following:

1. Memo from the City's Consultant Traffic Engineer, dated September 11, 1995, regarding the above project; this includes the enlargement of an ACSC map of the area referenced in the memo. The expected completion of the Del Amo bridge over the 405 Freeway is December, 1997.

2. The City of Carson Guidelines for Traffic Impact Studies.

3. The Development Plan section, site location map and land use concept from the Dominguez Technology Centre Specific Plan that was approved in November, 1990 by the City of Carson City Council.

4. The Executive Summary section, site regional map and illustrative site plan for the Dominguez Hills Village Specific Plan that has been approved by the City's Planning Commission and is scheduled to be considered by the City Council in November, 1995.

Please send us a copy of the draft EIR when it is ready for distribution and please contact me at (310) 952-1761 if you have any questions.

Sincerely,

Lance Burkholder
Associate Planner

701 EAST CARSON STREET, P.O. BOX 6234, CARSON, CALIFORNIA 90749 • PHONE (310) 830-7600

INTERNAL MEMORANDUM

CITY OF CARSON

TO: John Wisz
Civil Engr Associate

FROM: Salem Spitz, P.E., Inc.
Consultant Traffic Engineer

SUBJECT: Western & 190 St
Initial Study for Draft EIR
Traffic Comments

DATE: September 11, 1995

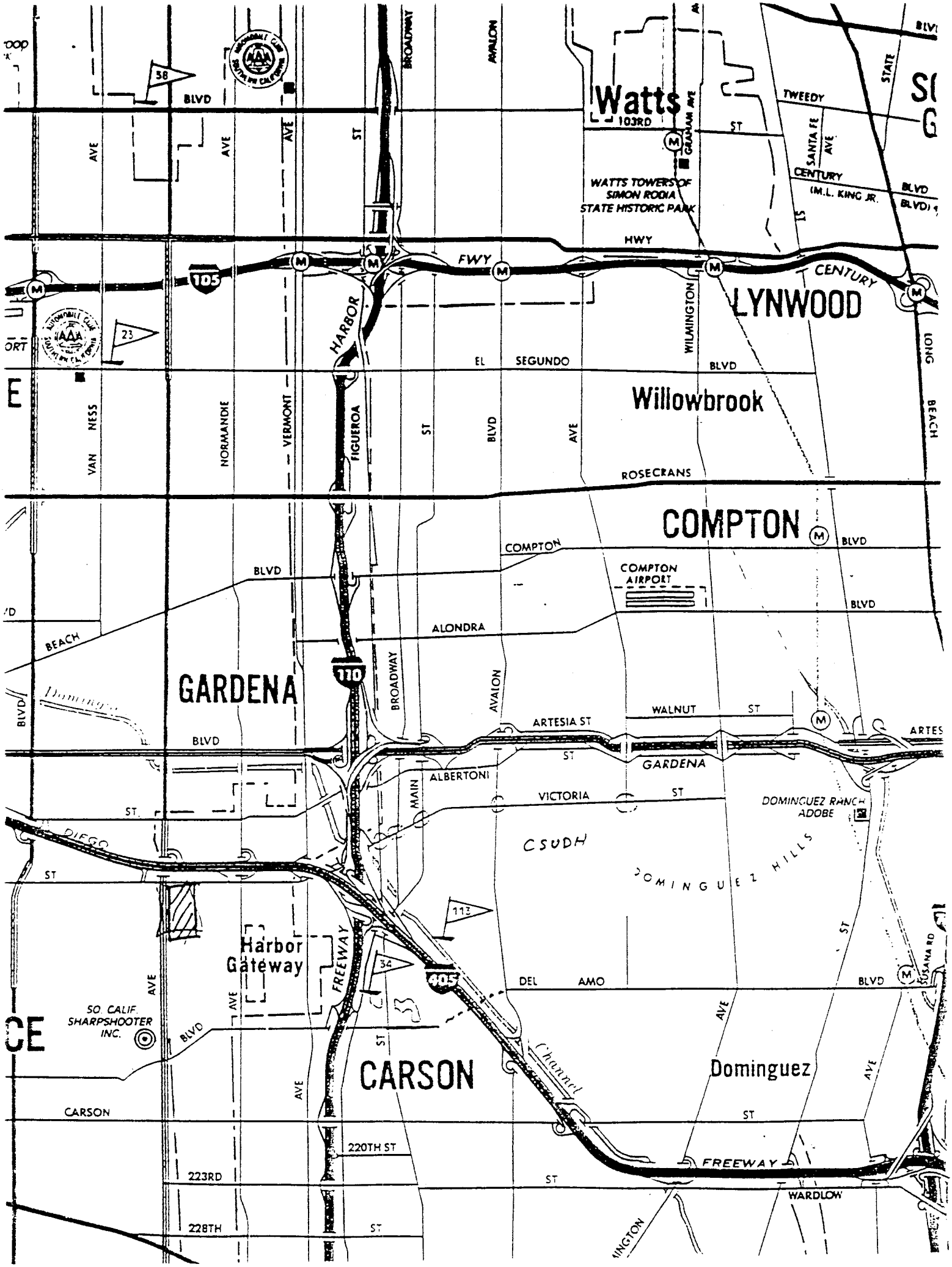
The Vicinity Map included in the Initial Study is incorrect. The easterly extension of 190 Street becomes Victoria Street in Carson and there is no termination of either street. I have shown the connection in red on the map in the report. This is a significant error in that it would not permit a proper evaluation of through traffic on Victoria to and from the east, including Dominguez Technology Center, Dominguez Hills Village, and various Compton industrial developments.

I have attached an enlargement of an ACSC map of the area. The 190 St/Victoria route is highlighted in yellow, the site in green hatching, and recommended intersection analysis locations are circled in red and include:

1. Figueroa & Victoria
2. Broadway & Victoria
3. Main & Victoria
4. Avalon & Victoria
5. Central & Victoria

It is suggested that Community Development provide the applicant with a copy of the Carson Guidelines for Traffic Impact Studies as well as copies of the two specific developments (DTC & DHV).

There is also a possibility that completion of the Del Amo bridge over 405 Freeway may affect traffic distribution patterns for this proposed development. The schedule for that construction should be provided and the applicant requested to include its existence in the project traffic impact analysis.


Watts
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CENTURY
(M.L. KING JR.
BLVD
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SIMON RODIA
STATE HISTORIC PARK
HWY
FWY
105
CENTURY
LYNWOOD
HARBOR
EL SEGUNDO
BLVD
WILMINGTON
LONG BEACH
Willowbrook
VAN NESS
NORMANDIE
VERMONT
FIGUEROA
BROADWAY
AVALON
ROSECRANS
COMPTON
COMPTON AIRPORT
ALONDRA
GARDENA
110
WALNUT
ARTESIA ST
GARDENA
ALBERTONI
MAIN
VICTORIA
DOMINGUEZ RANCH
ADOBE
CSUDH
DOMINGUEZ HILLS
Harbor
Gateway
FREEWAY
405
DEL AMO
SO. CALIF.
SHARPSHOOTER
INC.
CARSON
Channel
Dominguez
220TH ST
223RD
228TH
WARDLOW

NOTE: This Specific Plan was approved in November, 1990 by the City Council.

2 DEVELOPMENT PLAN

INTRODUCTION

Dominguez Technology Centre is a business park with limited support commercial designed to be compatible with surrounding land uses. The project represents a continuation of previous development actions east of Wilmington Avenue. The objective of the project is to develop a framework allowing sufficient flexibility for future market considerations.

The land use plan for the Dominguez Technology Centre has been developed through a careful process of formulating, testing and refining various planning concepts and design criteria. Special attention has been devoted during plan development to ensure compatibility with the adjacent residential neighborhood and California State University Dominguez Hills. The plan responds to the General Plan's stated policies and is sensitive to the site features, resources and characteristics of the project setting.

The intent of the specific plan is to guide future development activities. Specific goals for the Dominguez Technology Centre include the following:

- To continue the theme previously developed in the initial Dominguez Technology Centre and the TRW facility.

- To implement a comprehensive program for the physical and economic development of the property.

- To ensure that the type and intensity of land uses are compatible with the surrounding area, particularly existing residential neighborhoods and California State University Dominguez Hills.

- To establish a quality and character of development which will maintain and enhance the image of the City of Carson in general and the immediate area in particular.

BOE-C6-0116096

- To integrate new development with existing and continuing oil operations on the property.

- To provide a circulation system that meets transportation requirements and minimizes potential adverse impacts on the surrounding area.

- To ensure that infrastructure plans for water, wastewater and drainage are adequately designed for the project.

- To ensure that the sequential phasing of the project development is accomplished in a logical, orderly manner and in concert with the extension of necessary infrastructure improvements.

These major goals have been further refined and elaborated on the basis of specific site conditions, infrastructure relationships, market/ecomonic conditions and the policies of the General Plan.

CONTEXT

The 288-acre site is one of the few remaining large undeveloped properties in the northeastern area of Carson. Local access to the site is served by University Drive, Victoria Street and Wilmington Avenue. The San Diego, Artesia, Long Beach and Harbor freeways provide regional access.

Exhibit 4 indicates surrounding land use patterns reflecting the generally urban nature of the area. Dominguez Technology Centre began with development of the property on the east side of Wilmington Avenue, and is partially built out with a number of light industrial and technology uses. The Dominguez Technology Centre continued with development of the TRW site. As previously mentioned, development planned for the site is a continuation of previous activities associated with other facets of the Dominguez Technology Centre.

An attractive, well-kept single family residential neighborhood of single family homes borders the property on the south across University Drive. Adjacent to the project on the west is California State University Domin-

BOE-C6-0116097

guez Hills. The University Master Development Plan calls for construction of additional dormitory facilities and expansion of the parking lot adjacent to the site. The time frame for completion of these improvements is dependent upon enrollment and available funds. The project has been designed to be compatible with, and supportive of, the high-tech, campus environment of the University. Numerous business, commercial and industrial facilities occupy the properties to the north of the project site.

Community and utility services available to the Dominguez Technology Centre include the following:

Fire. Fire protection to the area is provided by the Los Angeles County Fire Department under contract to the City of Carson.

Police. Law enforcement services are provided to the site by the Los Angeles County Sheriff Department under contract to the City of Carson.

Drainage. The Los Angeles County Flood Control District is the governing agency to the site.

Recreation. Park and recreation facilities include a substantial number of area facilities with James Anderson, Jr. Memorial Park located across University Drive from the TRW facility. This nine-acre park is fully developed with a community building, parking lot, lighted tennis courts, tot-lot, children's play area and picnic tables.

Water. Water service to the site is provided by the Dominguez Water Corporation.

Sewer. Sewer service is supplied to the city and this project by the Los Angeles County Department of Public Works.

Electrical. Electrical service is available through the Southern California Edison Company.

Natural Gas. The project area is located within the service area of the Southern California Gas Company.

BOE-C6-0116098

Telephone. Pacific Bell provides telephone service to the area.

Solid Waste. Solid waste disposal for the tract is provided by numerous private contractors and is trucked to one of serveral transfer stations within three to five miles from the site.

The current General Plan designation for the site is "light industrial" and "general commercial," allowing for a variety of uses including those proposed for the Dominguez Technology Centre. The specific plan for Dominguez Technology Centre is also intended to systematically execute other programs contained within various elements of the General Plan, including Conservation, Land Use, Open Space, Safety (including Seismic), Circulation (including Scenic Highways), Noise and Housing.

SITE SUMMARY

The property is in an area commonly known as Dominguez Hill. Unlike most of the city, the topographic relief associated with the landform provides a unique setting for the project. Besides being highly visible from surrounding points of view, long distance vistas of Long Beach, Los Angeles Harbor and the Palos Verdes Peninsula are available from the site. A summary of features associated with the site is illustrated in Exhibit 5.

Underlying geology consists of old alluvium or terrace deposits in a layer some 600 to 700 feet thick. The site sits atop the Dominguez Hill land formation which is believed to have occurred as a result of tectonic movements. Further seismic activity may occur on the site as it is located within the Newport-Inglewood structural zone, a series of parallel northwest-southeast trending faults and folds extending from the Santa Monica Mountains southeast to Newport Beach. Although faults within the zone are considered active, no surface rupture is known to have occurred on the property during the last 10,000 years. The closest known active fault within the zone is the Cherry Hills fault segment, located about a mile southeast. The site is not within the Alquist-Priolo Special Studies Zone.

BOE-C6-0116099

Natural vegetation was disturbed long ago with the introduction of cattle grazing and dairy farming in the eighteenth and nineteenth centuries. Natural vegetation was further disturbed with the discovery of oil and the subsequent development which followed. A limited amount of indigenous plant life is dispersed throughout the site. No unique nor rare and endangered plant species are known to occur on the property.

The lack of natural vegetation and the urbanized nature of the surrounding environment results in limited available habitat for wildlife. The introduction of a variety of tree and snrub species in the future development-related landscaping is expected to provide nesting areas, cover and food for a number of local bird species and small mammals.

A U.S.G.S. designated blueline stream traverses the southwestern area of the property. Any alteration of the stream could be subject to a 1603 permit.

A number of producing and abandoned oil wells are located on the property. Operating wells shall be screened and buffered in accordance with provisions in the specific plan. Oil wells scheduled for abandonment shall be done so in accordance with all applicable state regulations. The site also contains pipelines and other improvements which shall be vacated or incorporated into the plan during the tentative tract phase of project implementation. An oil line consolidation plan is included in Chapter 9.

DEVELOPMENT PROGRAM

The Dominguez Technology Centre incorporates various types of technological, business, commercial and industrial uses into a cohesive and readily comprehensive framework.

The plan allows for a flexible distribution of the proposed uses over the entire site, promoting creative and imaginative design solutions.

The Land Use Concept, as shown on Exhibit 6, consists of ten separate planning areas. Planning areas will likely be subdivided into smaller parcels for multiple users. Planning areas also may be utilized entirely by one

BOE-C6-0116100

operation, depending on market demand. Currently, the plan calls for a minimum of roughly 4.7 million square feet broken down into the following categories:

STATISTICAL SUMMARY

Land Use	Acres	FAR*	Square Feet
Technology	96.0	.45	1.88 million
Industrial	72.2	.5	1.57 million
Office	71.8	.4	1.25 million
Oil production	7.9		
Open space	7.7		
Roads	32.4		
TOTAL	288		4.7 million

NOTE: The minimum square feet planned for the project may be increased if the actual vehicle trips generated turn out lower than forecast. The eventual number of developed acres and building square feet will be determined by future market conditions. A traffic study will be provided to justify an increase in square footage, after the 4.7 million square feet planned for the project is constructed.

* FAR = floor area ratio

Technology

Continuing with the uses established with the initial phases of the Dominguez Technology Centre, approximately forty percent of the usable building area is projected for technology users. This type of use includes product research and development, testing, laboratory facilities, distribution, light assembly and fabrication, and other associated activities.

The technological theme of the Dominguez Technology Centre is compatible with and supportive of California State University Dominguez Hills, the neighbor to the west as well as the residential area to the south.

Industrial

Light industrial-type uses are anticipated to account for an additional thirty percent of the project. Industrial uses are intended to be nonpol-

BOE-C6-0116101

luting and compatible with the other technological users within the Dominguez Technology Centre. Industrial uses will consist primarily of light manufacturing, assembly, warehousing and distribution.

Office

The remaining thirty percent of the project has been projected for office and business uses in order to give the project an effective mixed use concept. Estimated percentages for the various uses are based upon economic projections of demand for these type of facilities.

Support Commercial

Commercial activities in support of proposed technology, industrial and office uses are planned to occur within the project as the market dictates. Supportive activities could include restaurants, business supply, health clubs, service stations, bank branches, travel agency, limited retail, child care center and other similar types of uses.

Petroleum

Oil production and recovery have occurred on the site for over 65 years and will continue as a component of the overall development plan. Oil consolidation facilities are planned for future petroleum operations on the site.

An important component of this specific plan is the flexibility to incorporate changes based on market conditions. While the overall integrity of the specific plan is imperative, reasonable flexibility in design and implementation is essential for a successful development.

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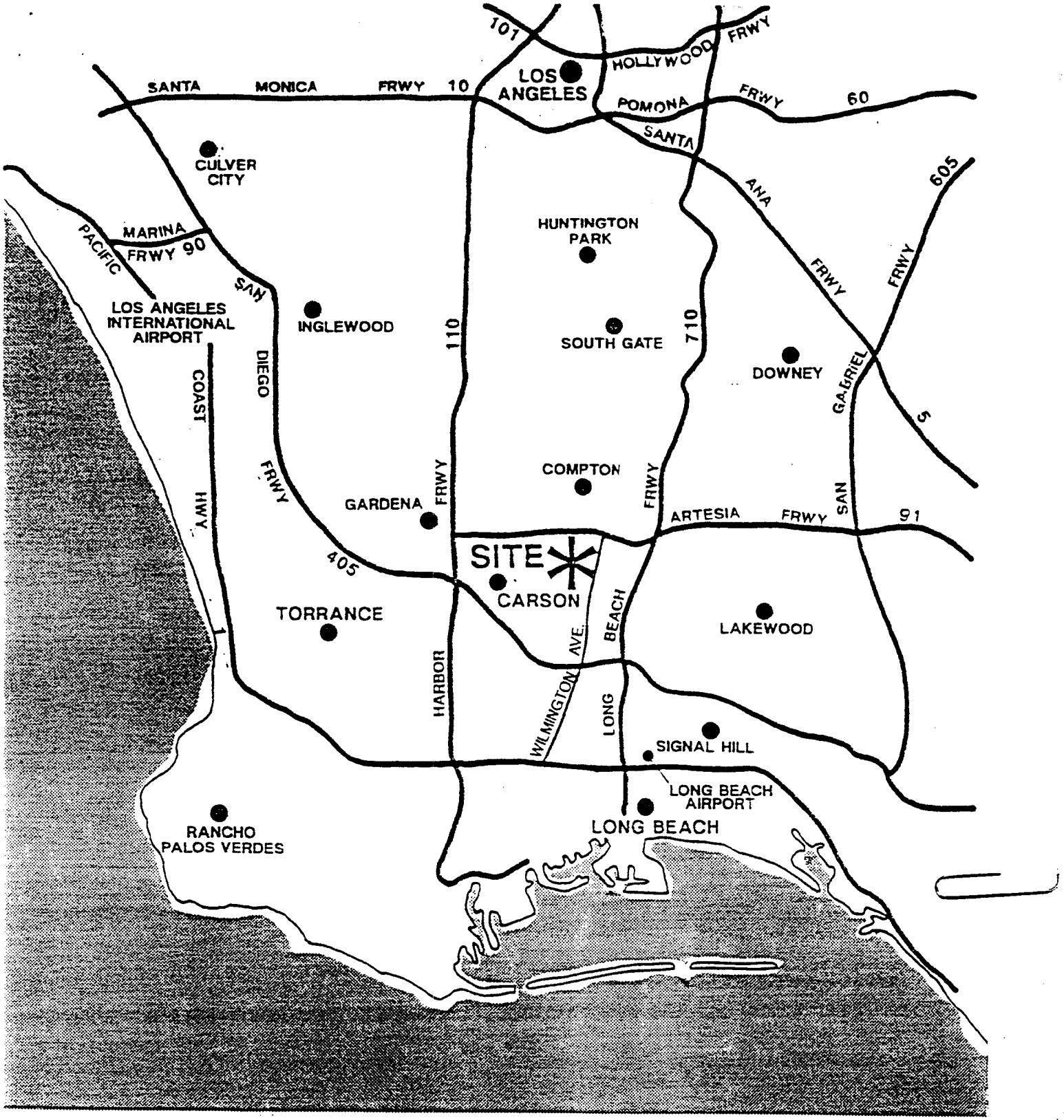
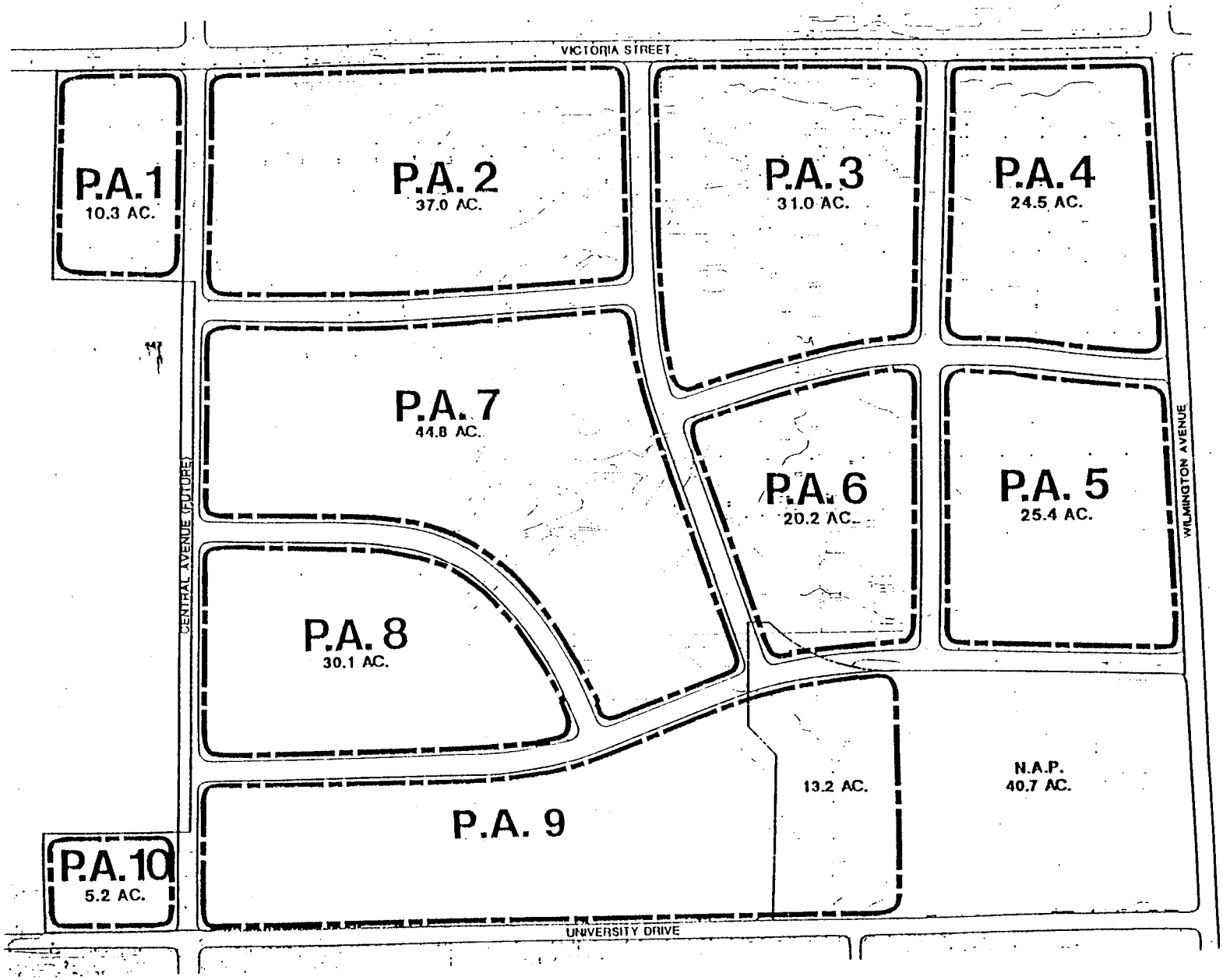


ITE LOCATION
OMINGUEZ
ECHNOLOGY CENTRE

EXHIBIT 1

DOMINGUEZ TECHNOLOGY CENTRE
LAND USE CONCEPT



LEGEND

P.A. PLANNING AREA

PLANNING AREA BOUNDARY

pbr

EXHIBIT 6

BOE-C6-0116104

CITY OF CARSON

GUIDELINES FOR TRAFFIC IMPACT STUDIES

These guidelines for the preparation of Traffic Impact Studies for Site Access and Development have been adapted for the City of Carson from those promulgated by the City Traffic Engineers Association on April 12, 1990. They were adopted by the Carson City Council on April 5, 1994.

I. INTRODUCTION

A conference with the Traffic Engineer is required. The basic assumptions of the study and any proposed deviations from these guidelines are to be reviewed at this conference. The Conference is to be held prior to substantial work on evaluation and development of potential mitigation(s), but preferably after a draft study proposal has been prepared. The study is to be performed by a qualified engineer or planner and is to be signed (with license seal) by a State of California Licensed Traffic Engineer who will bear sole responsibility for its content.

II. PROJECTS TO BE STUDIED

Unless **EXEMPTED** by the Planning Commission, a Traffic Impact Study will be required in any of the following cases:

(a) Fifty or more new trips added to any peak travel direction to or from the site during any peak hour.

(b) Any Commercial or Industrial use building of 25,000 or more square feet of gross floor area.

(c) Any Residential use development of 50 or more dwelling units.

(d) When recommended by the Traffic Engineer.

III. STUDY AREA BOUNDARY

The location and size of the proposed development and prevailing conditions in the vicinity will determine the content and extent of the Traffic Impact Study. A typical boundary will be a one-mile radius from the site, but large projects may go farther and small projects not as far. The minimum distance will be the nearest intersections of Arterial Highways. In all cases the Traffic Engineer may recommend additional intersections/route segments to be studied.

If the applicant wishes to reduce the boundary from the one-mile radius or from the recommendation of the Traffic Engineer, a preliminary analysis is to be submitted demonstrating that all intersections at which the project is calculated to cause a Peak Hour Intersection Total ICU increase of 0.01 are included in the study.

IV. REPORT FORMAT - ITE RECOMMENDED PRACTICE

The report format will generally conform to "Traffic Access and Impact Studies for Site Development" published by the Institute of Transportation Engineers. Tabulation of results shall be in the form:

EXISTING CONDITION	AMBIENT GROWTH	APPROVED PROJECTS	PROJECT TRAFFIC	TOTAL TRAFFIC	MITIGATED CONDITION

V. STUDY METHODOLOGY

Because signalization in Carson is full or semi traffic-actuated and, therefore, no green time assumption is meaningful, the recommended procedure is the Intersection Capacity Utilization (ICU) Methodology. The attached form may be used. The concepts shown on the form and/or described below must be applied.

(a) When no special provision for right-turn signal overlap is made, right -turn flow may be reduced as shown on the form. When special overlap is provided, right-turn flow reduction shall not exceed 50% of the left-turn flow permitting the overlap.

(b) Calculations shall be either for a critical lane carrying the shown proportion of total approach traffic or the capacity of the approach shall be reduced using the proportion shown. The 2+ condition represents a full lane width added by stopping prohibition (red curb) for a distance of 150' and 300' from the intersection. In excess of 300' a stopping prohibition <u>at all times</u> may be considered an added lane, provided it is striped and marked as a RIGHT TURN ONLY lane. With an added lane, the critical lane on the approach <u>could</u> be the right-turn lane! Flow may be reduced by up to 50% of the left-turn flow allowing an overlap if special overlap signalization and timing is provided.

(c) The capacity of the critical single lane is 1600 for a one lane approach or for more than three lanes on the approach, otherwise 1700.

(d) Lost Time for signal YELLOW or ALLRED, or for multi-phase operation or unusual circumstances, is added to the sum of the controlling V/C ratios. Common values would be 0.08 for low/moderate speed two-phase intersections up to 0.16 for higher speed multi-phase locations.

(e) Manual turning movement traffic counts shall be made for periods of not less than 2 hours each during the AM and PM peak periods on two different days of the week in two different weeks. The time periods to be counted will be determined from a 24 hour count made prior to the manual counts and will include at least 15 minutes before the heaviest hour to at least 15 minutes after. The heaviest 60 minute periods will be determined and the data analyzed separately for each day. If the results (i.e., total ICU for the intersection) are not within 0.05, a third count will be required. The ICU used will be the average of the two or three counts.

VI. STUDY HORIZONS

(a) One phase projects will be studied for the year of opening, assuming 90% occupancy, AND two years after opening, assuming 100% occupancy.

(b) Multi-phase projects will be studied for the opening of each phase, assuming 90% occupancy, AND two years after each phase opening, assuming 100% occupancy.

(c) Study at "buildout" as determined/defined by the Planning Commission or City Council .

VII. AMBIENT GROWTH

Unless all identifiable potential projects are included, use 3% per year or as otherwise agreed to by the Traffic Engineer.

VIII. TRIP GENERATION RATES

Recent rates (net) published by MTA for use in CMP study are to be used without further modification. Locally determined rates for uses included in CMP may be used if developed by a study performed within 6 months of use. The study shall be a dis-aggregate analysis in which each separate site studied is evaluated independently using data collected on at least three different weekdays. At least five similar developments are to be included in the study. Rates developed from the study that are to be used for a proposed single site project will reflect the 85th%ile of the study data. For a development with more than one site up to 5 sites the 75th%ile may be used. For over 5 sites in the proposed development the 50th%ile is acceptable. For uses not included in the CMP, the ITE *Trip Generation Manual* (5th Edition) may be used, or a simpler local study may be performed. All ADT values are to be converted into Peak Hour rates by application of SANDAG Peak Hour proportions or proportions developed by an approved local study.

IX. TRAFFIC DISTRIBUTION

Use the model provided by the Traffic Engineer (attached) or other approved model.

X. ACCEPTABLE LEVEL OF SERVICE (LOS)

	ICU	LOS
Local/Residential Street Intersections	0.79	C
Other Surface Street Intersections	0.89	D
Freeway Ramps or with special PRIOR approval	0.94	E

XI. MITIGATION MEASURES

All mitigation measures required or proposed are to be illustrated on scaled plans and a preliminary cost estimate is to be provided, showing the new intersection configuration including lane widths, traffic assignments, widenings, and rights-of-way acquisition.

PROCEDURE FOR DETERMINATION OF STUDY LOCATIONS

1. Make some reasonable estimate of distribution of traffic (Guidelines Tabulation is OK)

2. Estimate Project generated traffic and distribute to road system

3. Identify all I/S where Project generates >= 50 trips in peak direction, peak hour

4. Plot on map and discuss identified locations with City Traffic Engineer

5. Perform traffic counts at locations identified and any others requested by City

NOTE: The Guidelines require 2 counts on different days of different weeks. If the results (ICU) are close enough (0.05) the average of the two is used for analysis purposes. If the results are not close enough, a third count is made and the average of the three is used.

redevel.plg

DIRECTIONAL DISTRIBUTION

20%	To north and west via Harbor and San Diego Freeways and Artesia Boulevard
20%	To north and east via Long Beach and Artesia Freeways
20%	To south and east via San Diego and Long Beach Freeways and Pacific Coast Highway
7%	To south and west via Harbor Freeway and Pacific Coast Highway
5%	To north via arterial streets
13%	To west via arterial streets
5%	To south via arterial streets
5%	To east via arterial streets
5%	Internal to Carson via local streets

TRIP GENERATION COMPARISON

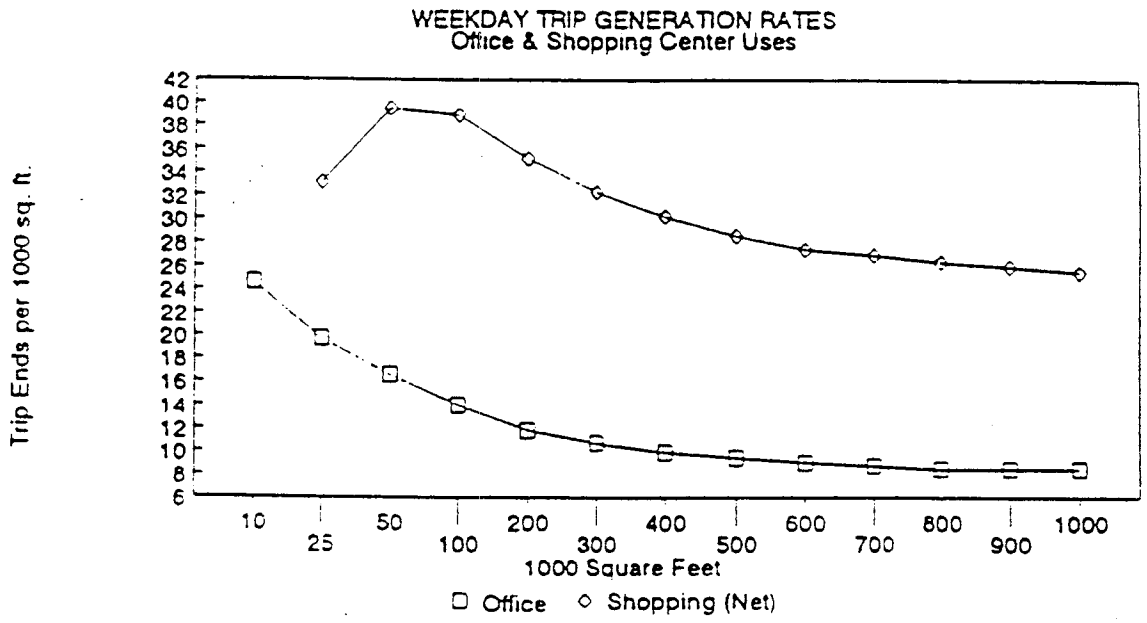
13-May-93

TRIP GENERATION RATES BY PROJECT SIZE

Office & Shopping Center Rates per 1000 sq.ft., per ITE Trip Generation 5th Edition

Building Size (ksf)	Office	Shopping (Gross)	Pass by/Linked %	Net *
10	24.60	167.59	n/a**	
25	19.72	118.86	72	33.13
50	16.58	91.65	57	39.46
100	14.03	70.67	45	38.90
200	11.85	54.50	35	35.16
300	10.77	46.81	31	32.34
400	9.96	42.02	28	30.25
500	9.45	38.65	26	28.61
600	9.05	36.35	24	27.48
700	8.75	35.12	23	26.99
800	8.46	33.88	22	26.39
900	8.46	32.99	21	25.98
1000	8.46	32.09	21	25.51

* Net trip generation after deducting pass-by and linked (diverted) trips.
** Low end of ITE survey sample is roughly 25 ksf, showing 55-60% pass-by.



TRIP GENERATION COMPARISON

13-May-93

TRIP GENERATION – WEEKDAY RATE COMPARISON

Land Use	Rate per	ITE	SANDAG	CMP Rate	CMP Category/Notes
SF Residential	DU	9.55	10	10	Single Family
Apartment		6.47	6	7	Multi-Family
Condominium		5.86	8		
Mobile Home Park		4.81	5		
Retirement Community		–	4	3	Group Living
Congregate Care		2.15	2		
Quality Restaurant		96.51	100	100	Eating & Drinking
High-Turnover Restaurant		205.36	250		
Fast Food Restaurant		786.22	700		
Hotel		8.70	10	10	Lodging
Motel		10.19	9		
Industrial	1000 sf	–	10	7	Industrial
Light		6.97	–		
Heavy		1.50	–		(Hvy Indus 3 surveys only)
Industrial Park		6.97	8		
Manufacturing		3.85	4		
Warehousing		4.88	5		
Mini-Warehouse		2.61	–		
Medical Office	1000 sf	34.17	50	25	Medical
Hospital		16.78	20		MOB Rel. short distance
Civic Center	1000 sf	68.93	30	30	Government
Dept of Motor Vehicles		166.02	180		Rel. short distance trips
Post Office		87.12	150		(ITE Civ Ctr 1 survey only)
Junior College	1000 sf	12.87	–	11	Institutional/Educational
High School		10.90	11		
Elementary School		10.72	14		
Church		9.32	12		

(NOT SO)

BRIEF GUIDE OF VEHICULAR TRAFFIC GENERATION RATES FOR THE SAN DIEGO REGION

OCTOBER 1993

San Diego ASSOCIATION OF GOVERNMENTS
Suite 800, First Interstate Plaza
401 B Street
San Diego, California 92101
(619)595-5300 Fax (619)595-5305

NOTE: This listing only represents a guide of average, or estimated, traffic generation "driveway" rates and some very general trip data for land uses (emphasis on acreage and building square footage) in the San Diego region. These rates are subject to change as future documentation becomes available, or as local sources are updated. For more specific information regarding traffic data and trip rates, please refer to the San Diego Traffic Generators manual. Always check with local jurisdictions for their preferred or applicable rates.

LAND USE	TRIP CATEGORIES (PRIMARY:DIVERTED:PASS-BY)	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 3-6 A.M.		Between 6-6 P.M.		TRIP LENGTH (Miles)*
AGRICULTURE (Open Space)	(80:18:2)	2/acre**					10.8
AIRPORT	(78:20:2)						12.5
Commercial		12/acre, 100/flight, 70/1000 sq. ft.**	6%	(6:4)	7%	(5:5)	
General Aviation		6/acre, 3 flight, 7/based aircraft**					
Heliports		100/acre**	10%	(6:4)	15%	(5:5)	
AUTOMOBILE[1]							
Car Wash							
Automatic		800/site, 800/acre**	4%	(5:5)	9%	(5:5)	
Selfserve		100/wash stall**	4%	(5:5)	9%	(5:5)	
Gasoline	(21:51:28)						2.8
With/Food Mart		150/vehicle fueling space**	5%	(5:5)	8%	(5:5)	
With/Food Mart & Car Wash		155/vehicle fueling space**	5%	(5:5)	9%	(5:5)	
Old Service Station Design		750/station, 130/vehicle fueling space**	7%	(5:5)	11%	(5:5)	
Sales (Dealer & Repair)		50/1000 sq. ft., 300/acre, 60/service stall**	5%	(7:3)	8%	(4:6)	
Auto Repair Center		20/1000 sq. ft., 400/acre, 20/service stall*	5%	(7:3)	11%	(4:6)	
CEMETERY		5/acre*					
CHURCH (or Synagogue)	(64:25:11)	9/1000 sq. ft., 30/acre** (quadruple rates for Sunday, or days of assembly)	4%	(8:2)	8%	(5:5)	5.1
COMMERCIAL/RETAIL[1]							
Super Regional Shopping Center (More than 80 acres, more than 800,000 sq. ft., w/usually 3+ major stores)		40/1000 sq. ft.,[5] 400/acre*	2%	(7:3)	9%	(5:5)	
Regional Shopping Center (30-80 acres, 300,000-800,000 sq. ft., w/usually 2+ major stores)	(54:35:11)	50/1000 sq. ft.,[5] 500/acre*	2%	(7:3)	9%	(5:5)	5.2
Community Shopping Center (10-30 acres, 100,000-300,000 sq. ft., w/usually 1 major store and detached restaurant)	(47:31:22)	70/1000 sq. ft., 700/acre**	3%	(6:4)	10%	(5:5)	3.6
Neighborhood Shopping Center (Less than 10 acres, less than 100,000 sq. ft., w/usually grocery store & drug store)		120/1000 sq. ft., 1200/acre**	4%	(6:4)	11%	(5:5)	
Commercial Shops	(45:40:15)						
Specialty Retail/Strip Commercial		40/1000 sq. ft., 400/acre*	3%	(6:4)	9%	(5:5)	4.3
Supermarket		150/1000 sq. ft., 2000/acre**	4%	(7:3)	10%	(5:5)	
Convenience Market (15-18 hours)		500/1000 sq. ft.**	8%	(5:5)	8%	(5:5)	
" " (24 hours)		700/1000 sq. ft.**	9%	(5:5)	7%	(5:5)	
Discount Club		80/1000 sq. ft., 800/acre**	1%	(8:2)	9%	(5:5)	
" Store		70/1000 sq. ft., 800/acre**	2%	(6:4)	10%	(5:5)	
Furniture Store		6/1000 sq. ft., 100/acre**	4%	(7:3)	9%	(5:5)	
Lumber Store		30/1000 sq. ft., 150/acre**	7%	(6:4)	9%	(5:5)	
Hardware/Paint Store		60/1000 sq. ft., 600/acre**	2%	(6:4)	9%	(5:5)	
Garden Nursery		40/1000 sq. ft., 80/acre**	3%	(6:4)	10%	(5:5)	
EDUCATION							
University (4 years)	(91:9:0)	2.5/student, 100 acre*	10%	(9:1)	9%	(3:7)	8.9
Junior College (2 years)	(92:7:1)	1.8/student, 80/acre*	12%	(9:1)	8%	(3:7)	9.0
High School	(75:19:6)	1.4/student, 11/1000 sq. ft., 50/acre**	20%	(8:2)	14%	(3:7)	4.8
Middle/Junior High	(63:25:12)	1.0/student, 40/acre**	24%	(7:3)	7%	(3:7)	5.0
Elementary	(57:25:10)	1.4/student, 14/1000 sq. ft., 60/acre**	26%	(6:4)	5%	(3:7)	3.4
Day Care	(28:58:14)	5/child, 80/1000 sq. ft.**	19%	(5:5)	18%	(5:5)	3.7
FINANCIAL[1]	(35:42:23)						3.4
Bank (Walk-In Only)		150/1000 sq. ft., 1000/acre**	4%	(7:3)	8%	(4:6)	
With Drive-Through		200/1000 sq. ft., 1500/acre*	5%	(6:4)	10%	(5:5)	
Drive-Through Only		250 (125 one-way)/lane*	3%	(6:5)	13%	(5:5)	
Savings & Loan		80/1000 sq. ft., 600/acre**	2%		9%		
Drive-Through Only		100 (50 one-way)/lane**	4%		15%		
HOSPITAL	(73:26:2)						8.3
General		20/bed, 20/1000 sq. ft., 300/acre*	9%	(7:3)	10%	(3:7)	
Convalescent/Nursing		3/bed**	7%	(6:4)	7%	(4:6)	
INDUSTRIAL							
Industrial/Business Park (commercial excluded)	(79:19:2)	16/1000 sq. ft., 200/acre*	12%	(8:2)	12%	(2:8)	9.0
Industrial Park (no commercial)		8/1000 sq. ft., 90/acre*	11%	(8:1)	12%	(2:8)	
Industrial Plant (multiple shifts)	(92:5:3)	10/1000 sq. ft., 120/acre*	14%	(8:2)	15%	(3:7)	11.7
Manufacturing/Assembly		4/1000 sq. ft., 50/acre**	20%	(9:1)	20%	(2:8)	
Warehousing		5/1000 sq. ft., 60/acre**	16%	(7:3)	16%	(4:6)	
Storage		2/1000 sq. ft., 0.2/vault, 30/acre*	6%	(5:5)	9%	(5:5)	
Science Research & Development		8/1000 sq. ft., 80/acre*	18%	(9:1)	14%	(1:9)	

(OVER)

MEMBER AGENCIES: [illegible]

LAND USE	TRIP CATEGORIES (PRIMARY:DIVERTED:PASS-BY)*	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE (DRIVEWAY)	HIGHEST PEAK HOUR % (plus IN:OUT ratio) Between 7-9 A.M.		Between 4-6 P.M.		TRIP LENGTH (Miles)[a]
LIBRARY	[44:44:12]	50/1000 sq. ft., 400/acre**	2%	(8:2)	10%	(5:5)	3.8
LODGING	[58:38:4]						7.8
Hotel (w/convention facilities/restaurant)		10/room, 300/acre	6%	(6:4)	8%	(6:4)	
Motel		9/room, 200/acre	8%	(4:6)	9%	(6:4)	
Resort Hotel		8/room, 100/acre	6%	(6:4)	7%	(4:6)	
MILITARY	[62:16:2]	2.8 military & civilian personnel*	9%	(9:1)	10%	(2:8)	11.2
OFFICE							
Standard Commercial Office (less than 100,000 sq. ft.)	[77:19:4]	20/1000 sq. ft.[b] 300/acre	14%	(9:1)	13%	(2:8)	8.8
Large (High-Rise) Commercial Office (more than 100,000 sq. ft., 6+ stories)	[82:16:3]	17/1000 sq. ft.[b] 600/acre	13%	(9:1)	14%	(2:8)	10.0
Corporate Office (single tenant)		10/1000 sq. ft., 150/acre	15%	(9:1)	15%	(1:9)	
Government (Civic Center)	[60:34:16]	30/1000 sq. ft.**	9%	(9:1)	12%	(3:7)	8.0
Post Office							
Central/Walk-in Only		90/1000 sq. ft.**	5%		7%		
Community (not including mail drop lane)		200/1000 sq. ft., 1300/acre	6%	(6:4)	9%	(5:5)	
" (w/mail drop lane)		300/1000 sq. ft., 2000/acre	7%	(5:5)	10%	(5:5)	
Mail Drop Lane only		1500 (750 one-way)/lane	7%	(5:5)	12%	(5:5)	
Department of Motor Vehicles		180/1000 sq. ft., 900/acre**	6%	(6:4)	11%	(4:6)	
Medical	[60:30:10]	30/1000 sq. ft., 500/acre	6%	(8:2)	10%	(3:7)	6.4
PARKS	[66:28:6]		4%		8%		6.4
City (developed)		50/acre					
Regional (developed)		20/acre					
Neighborhood/Regional (undeveloped)		5/acre					
Amusement (Theme)		80/acre, 130/acre (summer only)**			8%	(6:4)	
San Diego Zoo		115/acre					
Sea World		80/acre					
RECREATION							
Beach, Ocean or Bay	[52:39:9]	600/1000 ft. shoreline, 80/acre			11%	(4:6)	6.3
Beach, Lake (fresh water)		50/1000 ft. shoreline, 5/acre					
Bowling Center		30/lane, 300/acre**	7%	(7:3)	11%	(4:6)	
Campground		4/campsite**	4%		8%		
Golf Course		5/acre, 40/hole, 600/course**	6%	(8:2)	9%	(3:7)	
Marines		4/berth, 20/acre**	3%	(3:7)	7%	(6:4)	
Racquetball/Health Club		40/1000 sq. ft., 300/acre, 40/court	4%	(6:4)	9%	(6:4)	
Tennis Courts		18/acre, 30/court**	5%		11%	(5:5)	
Sports Facilities							
Outdoor Stadium		50/acre, 0.2/seat					
Indoor Arena		30/acre, 0.1/seat					
Racetrack		40/acre, 0.8 seat					
Theaters (multiplex)	[66:17:17]	80/1000 sq. ft., 1.8/seat	0.3%		8%	(7:3)	6.1
RESIDENTIAL	[66:11:3]						7.8
Single Family Detached (average 4 DU/acre)		10/dwelling unit	8%	(2:8)	10%	(7:3)	
Condominium (or any multi-family less than 20 DU/acre)		8/dwelling unit	8%	(2:8)	10%	(7:3)	
Apartments (or any multi-family units more than 20 DU/acre)		6/dwelling unit	8%	(2:8)	9%	(7:3)	
Mobilehome							
Family		5/dwelling unit, 40/acre	8%	(3:7)	12%	(6:4)	
Adults Only		3/dwelling unit, 20/acre	9%	(3:7)	10%	(6:4)	
Retirement Community		4/dwelling unit**					
Rural Estate		12/dwelling unit**					
Congregate Care Facility		2/dwelling unit**	3%	(6:4)	8%	(5:5)	
RESTAURANT[d]	[51:37:12]						4.7
Quality		100/1000 sq. ft., 3/seat, 600/acre**	1%	(6:4)	8%	(7:3)	
Sit-down, high turnover		250/1000 sq. ft., 7/seat, 1200/acre**	8%	(5:5)	8%	(6:4)	
Fast Food (w/drive-through)		700/1000 sq. ft., 22/seat, 3000/acre**	4%	(6:4)	8%	(5:5)	
Delicatessen (7am-4pm)		150/1000 sq. ft., 11/seat**	9%	(6:4)	0.4%		
TRANSPORTATION							
Bus Depot		25/1000 sq. ft.**					
Truck Terminal		10/1000 sq. ft., 7/bay, 80/acre**	8%	(4:6)	8%	(5:5)	
Waterport		170/berth, 12/acre**					
Transit Station (Rail)		300/acre**	14%	(7:3)	15%	(3:7)	
Park & Ride Lots		400/acre (800/paved acre)*	14%	(7:3)	15%	(3:7)	

* Primary source: *San Diego Traffic Generators.*

** Other sources: *ITE Trip Generation Report*, Trip Generation Rates (other agencies and publications), various SANDAG & CALTRANS monitoring reports and estimates.

[a] Trip category percentage ratios are daily from local household surveys, often cannot be applied to very specific land uses, and do not include non-resident drivers (see SANDAG *Analysis of Trip Diversion*, revised November, 1990).

PRIMARY = one trip directly between origin and primary destination.

DIVERTED = linked trip (having one or more stops along the way to a primary destination) whose distance compared to direct distance ≥ 1 mile.

PASS-BY = undiverted or diverted < 1 mile.

[b] Trip lengths are average weighted for all trips to and from general land use site. (All sites systemwide average length = 6.8 miles)

[c] Fitted curve equation: $\ln(T) = 0.758 \ln(x) + 5.25$

[d] Fitted curve equation: $\ln(T) = 0.756 \ln(x) + 3.85$

T = total trips, x = 1,000 sq. ft.

[e] Suggested PASS-BY (undiverted or diverted <1 mile) percentages for trip rate reductions only during P.M. peak period (based on combination of local data/review and Other sources**):

COMMERCIAL/RETAIL	
Regional Shopping Center	20%
Community " "	30%
Neighborhood " "	40%
Specialty Retail/Strip Commercial (other)	10%
Supermarket	40%
Convenience Market	50%
Discount Club/Store	30%
FINANCIAL	
Bank	25%
AUTOMOBILE	
Gasoline Station	50%
RESTAURANT	
Quality	10%
Sit-down high turnover	10%

INTERSECTION CAPACITY UTILIZATION

Location: _____ Count Date: _____

Calc by: _____ Check by: _____ Calc Date: _____

	Movement	Pk Hr Flow		No of Lanes	Crit Lane Flow	Crit Lane Cap	Crit Lane V/C		Control V/C	
		AM	PM				AM	PM	AM	PM
	↳									
	↑↱									
	↰↓									
	↰									
	↲									
	⇉									
	⇄									
	↱									
					AM / PM		Tot Con V/C			
							Lost Time			
							Total V/C			
							Lev of Serv			

For right turn flow use:
- 0 if special lane
- 50% if 60 vph or less
- 80% if over 60 vph

With overlap, reduce right turn by 50 % of overlapping left-turn.

Critical Lane Flow factors:

1 lane	= 1.0
2 lanes	= 0.55
2+lanes	= 0.50
3 lanes	= 0.37
4 lanes	= 0.30

Critical Lane Capacity:

1 lane	= 1600 vph
2 lanes	= 1700 vph
3 lanes	= 1700 vph
>3	= 1600 vph

Total V/C	LOS	
< .70	B	OK All I/S
.70 - .79	C	OK All I/S
>.79 - .85	D	OK County Arterials
>.85 - .89	D+	OK Carson Arterials
>.89 - .94	E	OK Carson Ramps
>.94 - <1	E+	NG Carson I/S
≥ 1.0	F	NG All I/S

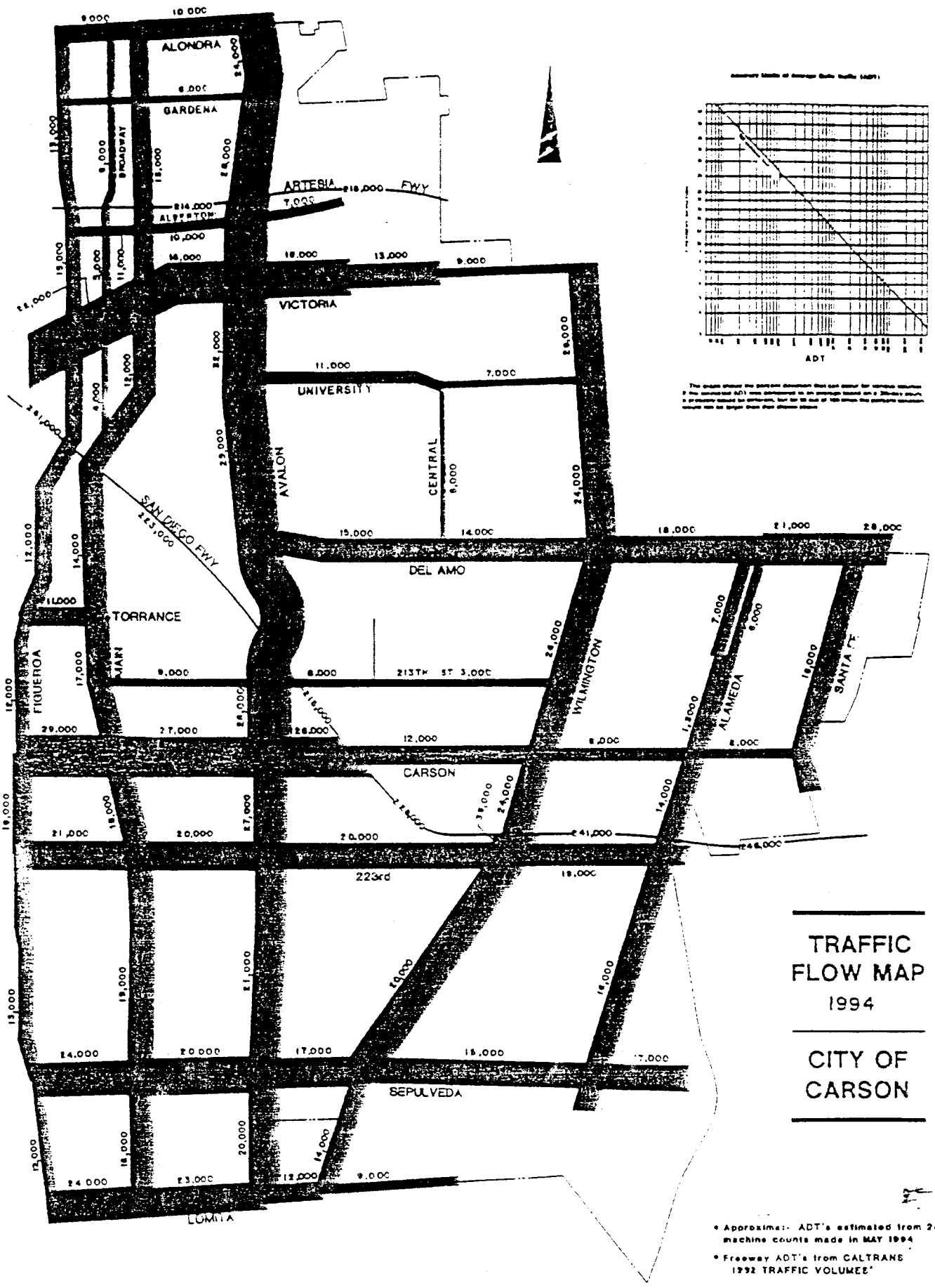
NOTES: _____

Number

ICU AND QUEUE LENGTH FOR SATURATED AND UNDERSATURATED QUEUES

	SATURATED FLOWS		UNDERSATURATED FLOW		
LOS	QUEUE	SAT ICU	QUEUE	UNSAT ICU	LOS
A	<1	<.50	<1	<.60	A
B	1 - 2	.50-.67	1 - 2	.60-.76	B
C	2 - 4	.67-.80	2 - 4	.76-.88	C
D	4 - 8	.80-.89	4 - 8	.88-.94	D
E	8 -16	.89-.94	8 -16	.94-.97	E
F	>16	>.94	>16	>.97	F

Primary difference is in the length of the queue. Undersaturated flow queues are about half the length of saturated flow queues for the same ICU. Most noticeable difference from current "decade" system is the range of the ICU values. For LOS "C" and better the range is much greater than .10, while for LOS "D" and worse the range is smaller than a decade. This reflects the slow growth of queues at lower V/C ratios and the very rapid growth at higher (especially when greater than 0.85) ratios.


ALONDRA
GARDENA
BROADWAY
ARTESIA
FWY
ALBERTONI
VICTORIA
UNIVERSITY
AVALON
CENTRAL
SAN DIEGO FWY
DEL AMO
TORRANCE
MARI
FIGUEROA
WILMINGTON
ALAMEDA
SANTA FE
213TH ST
CARSON
223rd
SEPULVEDA
LOMITA
ADT
TRAFFIC FLOW MAP
1994
CITY OF CARSON
* Approximate ADT's estimated from 24 hour machine counts made in MAY 1994
* Freeway ADT's from CALTRANS 1992 TRAFFIC VOLUMES

STANDARDS FOR LEFT-TURN POCKETS

USE	LENGTH	NOSE SETBACK
Single Driveway with Trucks	100'	25' (Single Body Truck) 41' to 46' (Semi Truck)
Minor Local Street	100'	20'
Local Street, No Trucks	150'	20'
Local Street with Trucks	200'	20'
Local Street, Signalized, No Trucks	200'	20'
Collector Street	200'	25'
Major Street	250'	20'

NOTE: These are typical dimensions and can vary substantially depending upon circumstances. It is almost always better to err by making a pocket too long rather than too short. These dimensions are for use with raised medians. For painted medians the lengths shoud be reduced by 50' to 100' or more. With painted medians pockets are normally not marked at single driveways or minor local streets.

Nose setback is measured from the cross street curb extended to the BC of the median nose except that for driveways measure from the driveway centerline. Driveway widths vary for semi trucks from W = 36' to W = 26'.

NOTE: This project is to be considered by the City Council in November, 1995.

I. EXECUTIVE SUMMARY

1. Project Summary.

The Dominguez Hills Village Specific Plan provides Carson, community groups, public service districts, and future developers with a comprehensive set of plans, conditions and programs for guiding the systematic, quality development of Dominguez Hills Village.

Dominguez Hills Village is located at the northwest corner (Parcel 1) and northeast corner (Parcel 2) of the intersection of Victoria Street and Central Avenue. The Project site is 99.4 acres, or which 72 acres are on Parcel 1, and 27.4 acres are to the east of Central Avenue on Parcel 2.

The Dominguez Hills Village Specific Plan assures development of the proposed Land Use Plan as a coordinated project involving the orderly phasing of residential, child care, neighborhood, retail, industrial and open space uses. At full build out, a maximum of 992 homes will be constructed on Parcel 1. The overall gross density is 13.8 dwelling units per acre. The Specific Plan also designates a 1.6 acre child care center. The Specific Plan provides for the residents' security and a visual harmony and order through a site plan, carefully designed to physically and visually integrate and buffer the future residences, child care campus, and commercial component with quality Development Standards that will ensure that Dominguez Hills Village will be developed to high standards of quality, and will create an appropriate milieu for a community of this scale within this community.

In keeping with the goals and objectives of the Specific Plan, the Project's residential element provides a wide range of housing opportunities on approximately twenty lots with assigned densities. These housing types include for-sale, single family detached homes, ranging from a density of eight (8) homes per acre to twelve (12) homes per acre; duplex homes at fifteen (15) homes per acre; courtyard type townhomes at approximately twenty (20) units per acre; and two-story townhomes and flats with tuck-under parking at twenty-five (25) units per acre. The broad selection of housing types will allow future home buyers to purchase entry level homes, to move up to duplexes and single family style homes, move laterally, or even move down to smaller homes, while remaining in the same community.

The 72.0 acre residential and open space component of the Specific Plan incorporates 3.3 acres of open park space, most of which is directly adjacent to the main roads. Additionally, of the 6.1 acres of common primary roads within the residential component, approximately forty percent (40%) of the area is devoted to parkway, sidewalk and the landscaped edges.

BOE-C6-0116118

The Project will remediate adverse environmental conditions existing on the site as a result of the oil and chemical production which has occurred on the site since the 1920s.

Located on the east side of Central Avenue on Parcel 2, the Specific Plan proposes a 50,000 s.f. retail center and 350,000 s.f. of industrial lease space as an integral part of the Specific Plan. This center as envisaged will primarily serve community residents. Potential uses anticipated in the neighborhood shopping center include, but are not limited to, a market, flower shops, retail shopping, a bank, and other retail establishments. Parcel 2 will also house the tank farm, which is an oil production, storage and distribution facility currently located on Parcel 1.

The site is currently used as an oil production facility. The Specific Plan is being processed concurrently with a Conditional Use Permit for the continued oil production and the tank farm on Parcel 2. Of the existing oil producing wells on Parcel 1, only two (2) production wells and one (1) injection well will continue to be operated. These two wells will be converted to submersible pumps, and will be operated in a park-like setting. The shopping center, day care center, retail and industrial components, and tank farm will contribute to the region's jobs/housing balance by providing employment to local and regional residents.

Site circulation and any Project-related traffic mitigation are defined by the Dominguez Hills Village Specific Plan and EIR. Landscaped streetscenes will provide continuity and a pedestrian scale at the perimeter streets and easements, and on into the Project's main streets and roadways. Streetscenes will incorporate parks with community structures and sidewalks, which may consist of parallel or meandering sidewalks and greenbelts in a park like setting. Entry monumentation and accent landscape treatments will provide a sense of arrival as one approaches the Dominguez Hills Village community from the north, east and west. Table 1, *Land Use Summary,* summarizes the potential and maximum limit of the land use proposed by the Dominguez Hills Village Specific Plan.

The Design Guidelines of future residences and structures, landscaping and treatment of the open space with the Village will offer Dominguez Hills Village residents a variety of housing types and active and passive recreational opportunities. The Design Guidelines included herein will incorporate as exhibits the Project's common open area parks, streetscape, monumentation, and design parameters of the housing types within the Project.

The uses on Parcel 2 will conform to City requirements, and will be subject to approval during the City's Site Plan Review Process.

Dominguez Hills Village will be many things: attractive homes, residential facilities, child care center, neighborhood retail center, public infrastructure, and local employment opportunities. The Dominguez Hills Village Specific Plan balances and combines these diverse ingredients into a coherent, unified agenda for achieving the mutual goals of Carson, the community and Dominguez Hills Village.

PROJECT SUMMARY: DOMINGUEZ HILLS VILLAGE

Parcel 1 (West of Central)

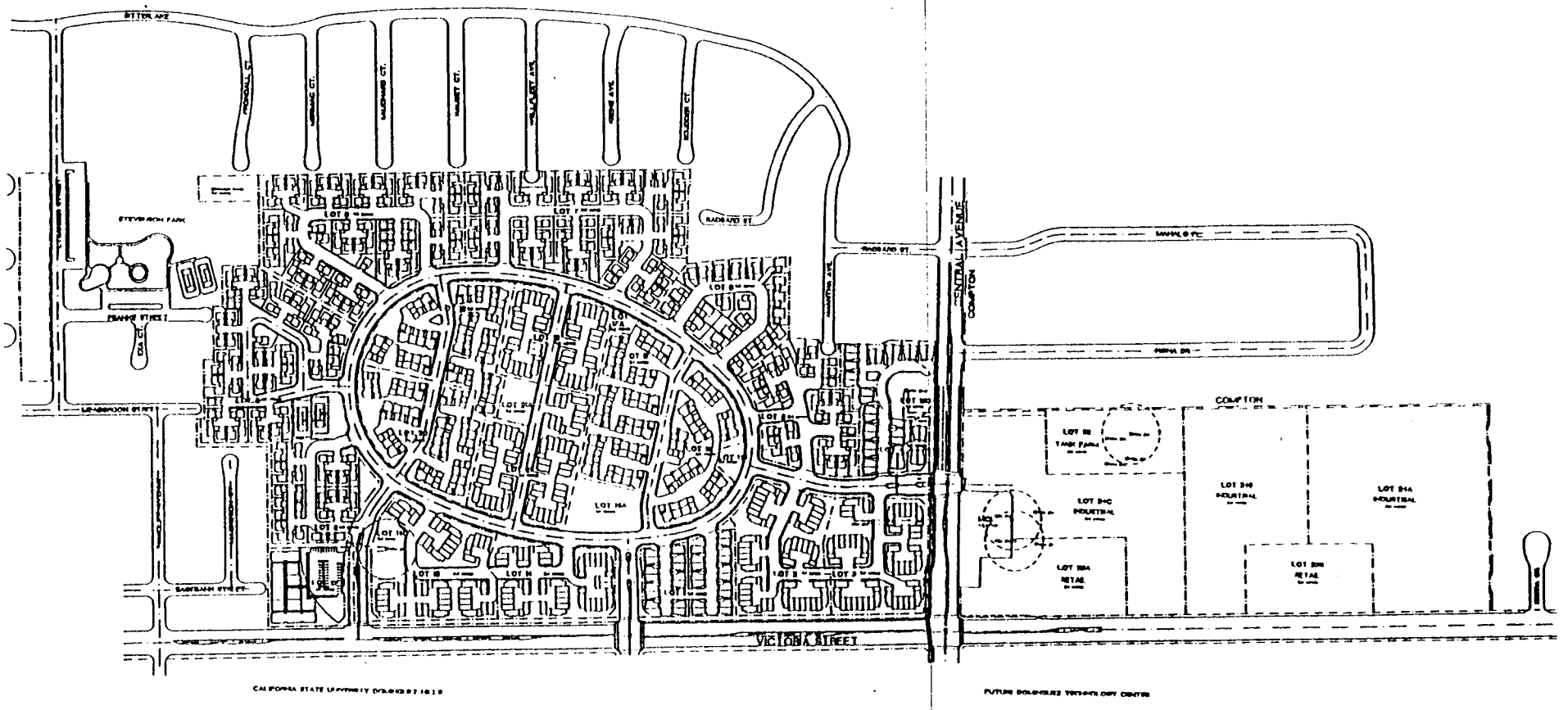
Land Use	Lot Numbers	Area	Units	Density
Residential:				
Housing Type A: Single Family Detached	5, 6, 7, 8, 9, 11	25.6 ac	285	8-12 du/ac
Housing Type B: Duplexes	1, 4	4.1 ac	65	16 du/ac
Housing Type C: Courtyard Townhouses	2, 3, 13, 14, 18, 21	16.8 ac	342	20 du/ac
Housing Type D: Townhouses and Flats with Tuck-Under Parking	16, 17, 19, 20	12.4 ac	300	25 du/ac
Residential Subtotal		**58.9 ac**	**992**	**16.8 du/ac**
Open Space	-	3.3 ac	-	-
Child Care Center	12	1.6 ac	-	-
Roads	-	6.1 ac	-	-
Easements/Retention Basin	8, 9, 11, 12	2.1 ac	-	-
PARCEL 1 (West of Central)		72.0 ac	992	13.8 du/ac

Parcel 2 (East of Central)

Land Use	Lot Numbers	Area	Leasable Footage	Density
Neighborhood Serving Retail	23A, 23B	5.4 ac (235,220 s.f.)	50,000 s.f.	0.25 FAR
Tank Farm: Oil Production, Distribution and Storage Facility	22	2.3 ac (100,200 s.f.)	1,500 s.f. of General Office Use	N/A
Industrial Development, Manufacturing and Distribution	24A, 24B, 24C	19.7 ac (858,100 s.f.)	355,00 s.f.	0.45 FAR
PARCEL 2 (East of Central)		27.3 ac (1,193,520 s.f.)	406,500 s.f.	-

BOE-C6-0116120

PROGRAMMATIVE SITE PLAN



N

50 0 100 300

VAN TILBURG

DOMINGUEZ HILLS VILLAGE

PREPARED FOR THE ESTATE OF ALBERT LEVINSON

Figure V-2

BOE-C6-0116121

Los Angeles Unified School District

SIDNEY A. THOMPSON
Superintendent of Schools

Facilities and Asset Management Division

BETH LOUARGAND
Director

BOB NICCUM
Director of Real Estate and Asset Management

Environmental Review File
Western/190th Street Shopping Center

October 6, 1995

Hadar Plafkin
Project Coordinator
Department of City Planning
City of Los Angeles
221 N. Figueroa St., Room 1500
Los Angeles, CA 90012

Dear Mr. Plafkin:

RE: Western/190th Street Shopping Center - Notice of Preparation (NOP)

Thank you for giving the Los Angeles Unified School District the opportunity to comment on the NOP for the Western/190th Street Shopping Center Project. The attached comments from the District's Environmental Health & Safety Branch constitute our response. Please note that although your submission deadline was September 18th, the District did not receive the NOP until September 13th and we are therefore responding within 30 days of receipt.

Very truly yours,

Patricia Dean
Environmental Review Unit

Attachment

c: Ms. Louargand
Ms. Wong

355 S. Grand Avenue, Suite 600, Los Angeles, California 90071 • Telephone (213) 633-7581 • Fax (213) 633-7546

PAGE 02 REAL ESTATE LAUSD

BOE-C6-0116122

INTER-OFFICE CORRESPONDENCE
LOS ANGELES UNIFIED SCHOOL DISTRICT

TO: Joan Friedman, Realty Agent
Real Estate and Asset Management Branch

Date
October 5, 1995

FROM: Bill Bazza
Environmental Health and Safety Branch

SUBJECT: Western/190th Street Shopping Center: NOP

In response to your request to provide comments regarding the air quality element for the above referenced project, the following is provided.

The initial study identified the project as having the potential to "result in deterioration of ambient air quality due to short-term emissions generated during construction." The project applicant additionally states that "project-generated traffic may result in quantifiable increases in air emissions (and the) deterioration of ambient air quality."

By the applicant's own admission the project may contribute to the degradation of ambient air quality and affect our local schools. Therefore, we ask that the ensuing environmental analysis determine project related impacts on our local schools. We trust the applicant will use the appropriate thresholds to determine significance. These thresholds are presented in CEQA guidance as well as the SCAQMD CEQA Air Quality Handbook under "Additional Indicators of Potential Air Quality Impacts (Secondary Effects)."

We look forward to our review of the above referenced analysis and subsequent quantification of project related impacts on our local school-based populations.

Please apprise this office as to the disposition of this memorandum. I can be reached at (213) 743-5086 should you have any questions.

BP:bp

FORM [illegible] (STK. NO. [illegible]) Rev. 6/87

BOE-C6-0116123

APPENDIX D: AIR EMISSIONS CALCULATIONS

Emissions Calculation for the South Bay Power Center/190th Street and Western Avenue (950161)

Mobile Source Emissions

		Hot Start	Cold Start
	Shp. Ctr.	20%	80%
	Theater	5%	95%

Project ADT = 27,480 trips
VMT = 145,094 miles/day (based on 5.28 miles/trip)
ADT/2= 13,740 vehicles/day (approximate)

CO: 145,094 x 4.195 + 25,947 x 8.74 x 0.20 + 25,947 x 71.635 x 0.80
1,533 x 8.74 x 0.80 + 1,533 x 71.635 x 0.20 / 454 = 4,787.84 lbs/day

ROC: 145,094 x 0.27 + 25,947 x 0.815 x 0.20 + 25,947 x 3.87 x 0.80
1,533 x 0.815 x 0.80 + 1,533 x 3.87 x 0.20 + 27,480 x 0.85 + 13,740 x 2.42 / 454 = 402.05 lbs/day

NOx: 145,094 x 0.50 + 25,947 x 1.19 x 0.20 + 25,947 x 2.305 x 0.80
1,533 x 1.19 x 0.80 + 1,533 x 2.305 x 0.20 / 454 = 283.56 lbs/day

PM10: 145,094 x 0.105 / 454 = 33.56 lbs/day

Stationary Source Emissions

Electrical Consumption: 13,208,670 kWh/year

CO:	13,208,670	/	1,000	/	365	x	0.20	=	7.238
ROC:	13,208,670	/	1,000	/	365	x	0.01	=	0.362
NOx:	13,208,670	/	1,000	/	365	x	1.15	=	41.616
SOx:	13,208,670	/	1,000	/	365	x	0.12	=	4.343
PM10:	13,208,670	/	1,000	/	365	x	0.04	=	1.448

Natural Gas Consumption: 28,188,000 cubic feet/year

CO:	28,188,000	/	1,000,000	/	365	x	20.0	=	1.545
ROC:	28,188,000	/	1,000,000	/	365	x	5.3	=	0.409
NOx:	28,188,000	/	1,000,000	/	365	x	120.0	=	9.267
PM10:	28,188,000	/	1,000,000	/	365	x	0.2	=	0.015

Stationary Subtotals

CO:	8.782
ROC:	0.771
NOx:	50.884
SOx:	4.343
PM10:	1.463

Total Operational Emissions (Mobile and Stationary)

CO:	4,796.622	lbs/day
ROC:	402.823	lbs/day
NOx:	334.441	lbs/day
SOx:	4.343	lbs/day
PM10:	35.020	lbs/day

BOE-C6-0116125

South Bay Power Center/190th Street and Western Avenue (950161)

Construction Emissions Calculations

		TOTAL CONSTRUCTION EMISSIONS (LBS/CONSTRUCTION PERIOD)							
		CO		ROC		NOx		PM10	
Size (sf)	Land Use	Emission Factor	Emission	Emission Factor	Emission	Emission Factor	Emission	Emission Factor	Emission
684,275	Shopping Center	101.55 lbs/1,000 sf	69,488.13	31.78 lbs/1,000 sf	21,746.26	466.97 lbs/1,000 sf	319,535.90	33.16 lbs/1,000 sf	22,690.56
55,000	Movie Theater	101.55 lbs/1,000 sf	5,585.25	31.78 lbs/1,000 sf	1,747.90	466.97 lbs/1,000 sf	25,683.35	33.16 lbs/1,000 sf	1,823.80
52,725	Supermarket	101.55 lbs/1,000 sf	5,354.22	31.78 lbs/1,000 sf	1,675.60	466.97 lbs/1,000 sf	24,620.99	33.16 lbs/1,000 sf	1,748.36
9,000	Retail Shops	101.55 lbs/1,000 sf	913.95	31.78 lbs/1,000 sf	286.02	466.97 lbs/1,000 sf	4,202.73	33.16 lbs/1,000 sf	298.44
9,000	Fast Food Restaurants	101.55 lbs/1,000 sf	913.95	31.78 lbs/1,000 sf	286.02	466.97 lbs/1,000 sf	4,202.73	33.16 lbs/1,000 sf	298.44
810,000			**82,255.50**		**25,741.80**		**378,245.70**		**26,859.60**

Emissions Calculation for the South Bay Power Center/190th Street and Western Avenue (950161)

Mobile Source Emissions

		Hot Start	Cold Start
	Shp. Ctr.	20%	80%
	Theater	5%	95%

Project ADT = 27,480 trips
VMT = 145,094 miles/day (based on 5.28 miles/trip)
ADT/2= 13,740 vehicles/day (approximate)

CO: 145,094 x 4.195 + 25,947 x 8.74 x 0.20 + 25,947 x 71.635 x 0.80 + 1,533 x 8.74 x 0.80 + 1,533 x 71.635 x 0.20 / 454 = 4,787.84 lbs/day

ROC: 145,094 x 0.27 + 25,947 x 0.815 x 0.20 + 25,947 x 3.87 x 0.80 + 1,533 x 0.815 x 0.80 + 1,533 x 3.87 x 0.20 + 27,480 x 0.85 + 13,740 x 2.42 / 454 = 402.05 lbs/day

NOx: 145,094 x 0.50 + 25,947 x 1.19 x 0.20 + 25,947 x 2.305 x 0.80 + 1,533 x 1.19 x 0.80 + 1,533 x 2.305 x 0.20 / 454 = 283.56 lbs/day

PM10: 145,094 x 0.105 / 454 = 33.56 lbs/day

Stationary Source Emissions

Electrical Consumption: 13,208,670 kWh/year

CO:	13,208,670	/	1,000	/	365	x	0.20	= 7.238
ROC:	13,208,670	/	1,000	/	365	x	0.01	= 0.362
NOx:	13,208,670	/	1,000	/	365	x	1.15	= 41.616
SOx:	13,208,670	/	1,000	/	365	x	0.12	= 4.343
PM10:	13,208,670	/	1,000	/	365	x	0.04	= 1.448

Natural Gas Consumption: 28,188,000 cubic feet/year

CO:	28,188,000	/	1,000,000	/	365	x	20.0	= 1.545
ROC:	28,188,000	/	1,000,000	/	365	x	5.3	= 0.409
NOx:	28,188,000	/	1,000,000	/	365	x	120.0	= 9.267
PM10:	28,188,000	/	1,000,000	/	365	x	0.2	= 0.015

Stationary Subtotals

CO:	8.782
ROC:	0.771
NOx:	50.884
SOx:	4.343
PM10:	1.463

Total Operational Emissions (Mobile and Stationary)

CO:	4,796.622	lbs/day
ROC:	402.823	lbs/day
NOx:	334.441	lbs/day
SOx:	4.343	lbs/day
PM10:	35.020	lbs/day

BOE-C6-0116127

Emissions Calculation Cumulative Projects for the South Bay Power Center/190th Street and Western Avenue (950161)

Mobile Source Emissions

Project ADT = 135,422 trips
VMT = 790,390 miles/day (based on 5.28 miles/trip for non-work trips and 10.17 miles per trip for work-trips)
ADT/2= 67,711 vehicles/day (approximate)

	Hot Start	Cold Start		Hot Start	Cold Start
Resid.	0%	100%	Sprmarket	70%	30%
Retail	80%	20%	Shp. Ctr.	20%	80%
Office	30%	70%	Church	50%	50%
Manufac.	30%	70%	Lt. Indust.	30%	70%
Hotel	25%	75%	Self Storage	85%	15%
Med.Ctr.	75%	25%	Golf Course	50%	50%

				7,090	x	8.74	x	0%	+	7,090	x	71.635	x	100%								
				80,915	x	8.74	x	80%	+	80,915	x	71.635	x	20%								
				6,651	x	8.74	x	30%	+	6,651	x	71.635	x	70%								
				1,076	x	8.74	x	30%	+	1,076	x	71.635	x	70%								
				982	x	8.74	x	25%	+	982	x	71.635	x	75%								
CO:	790,390	x	4.195	+ 4,515	x	8.74	x	75%	+	4,515	x	71.635	x	25%	/	454	=	17,275.52	lbs/day			
				7,751	x	8.74	x	70%	+	7,751	x	71.635	x	30%								
				24,125	x	8.74	x	20%	+	24,125	x	71.635	x	80%								
				233	x	8.74	x	50%	+	233	x	71.635	x	50%								
				845	x	8.74	x	30%	+	845	x	71.635	x	70%								
				957	x	8.74	x	85%	+	957	x	71.635	x	15%								
				282	x	8.74	x	50%	+	282	x	71.635	x	50%								
				7,090	x	0.815	x	0%	+	7,090	x	3.87	x	100%								
				80,915	x	0.815	x	80%	+	80,915	x	3.87	x	20%								
				6,651	x	0.815	x	30%	+	6,651	x	3.87	x	70%								
				1,076	x	0.815	x	30%	+	1,076	x	3.87	x	70%								
				982	x	0.815	x	25%	+	982	x	3.87	x	75%								
ROC:	790,390	x	0.27	+ 4,515	x	0.815	x	75%	+	4,515	x	3.87	x	25%	+	135,422	x	0.85	+ 67,711	x	2.42	/ 454 = 1,685.38 lbs/day
				7,751	x	0.815	x	70%	+	7,751	x	3.87	x	30%								
				24,125	x	0.815	x	20%	+	24,125	x	3.87	x	80%								
				233	x	0.815	x	50%	+	233	x	3.87	x	50%								
				845	x	0.815	x	30%	+	845	x	3.87	x	70%								
				957	x	0.815	x	85%	+	957	x	3.87	x	15%								
				282	x	0.815	x	50%	+	282	x	3.87	x	50%								
				7,090	x	1.19	x	0%	+	7,090	x	2.305	x	100%								
				80,915	x	1.19	x	80%	+	80,915	x	2.305	x	20%								
				6,651	x	1.19	x	30%	+	6,651	x	2.305	x	70%								
				1,076	x	1.19	x	30%	+	1,076	x	2.305	x	70%								
				982	x	1.19	x	25%	+	982	x	2.305	x	75%								
NOx:	790,390	x	0.50	+ 4,515	x	1.19	x	75%	+	4,515	x	2.305	x	25%	/	454	=	1,356.00	lbs/day			
				7,751	x	1.19	x	70%	+	7,751	x	2.305	x	30%								
				24,125	x	1.19	x	20%	+	24,125	x	2.305	x	80%								
				233	x	1.19	x	50%	+	233	x	2.305	x	50%								
				845	x	1.19	x	30%	+	845	x	2.305	x	70%								
				957	x	1.19	x	85%	+	957	x	2.305	x	15%								
				282	x	1.19	x	50%	+	282	x	2.305	x	50%								
PM10:	790,390	x	0.105	/ 454	=	182.80	lbs/day															

Emissions Calculation Cumulative Projects for the South Bay Power Center/190th Street and Western Avenue (950161)

Stationary Source Emissions

Electrical Consumption: 71,106,420 kWh/year

CO:	71,106,420	/	1,000	/	365	x	0.20	=	38.962
ROC:	71,106,420	/	1,000	/	365	x	0.01	=	1.948
NOx:	71,106,420	/	1,000	/	365	x	1.15	=	224.034
SOx:	71,106,420	/	1,000	/	365	x	0.12	=	23.377
PM10:	71,106,420	/	1,000	/	365	x	0.04	=	7.792

Natural Gas Consumption: 214,373,860 cubic feet/year

CO:	214,373,860	/	1,000,000	/	365	x	20.0	=	11.747
ROC:	214,373,860	/	1,000,000	/	365	x	5.3	=	3.113
NOx:	214,373,860	/	1,000,000	/	365	x	120.0	=	70.479
PM10:	214,373,860	/	1,000,000	/	365	x	0.2	=	0.117

Stationary Subtotals

CO:	50.709
ROC:	5.061
NOx:	294.513
SOx:	23.377
PM10:	7.910

Total Operational Emissions (Mobile and Stationary)

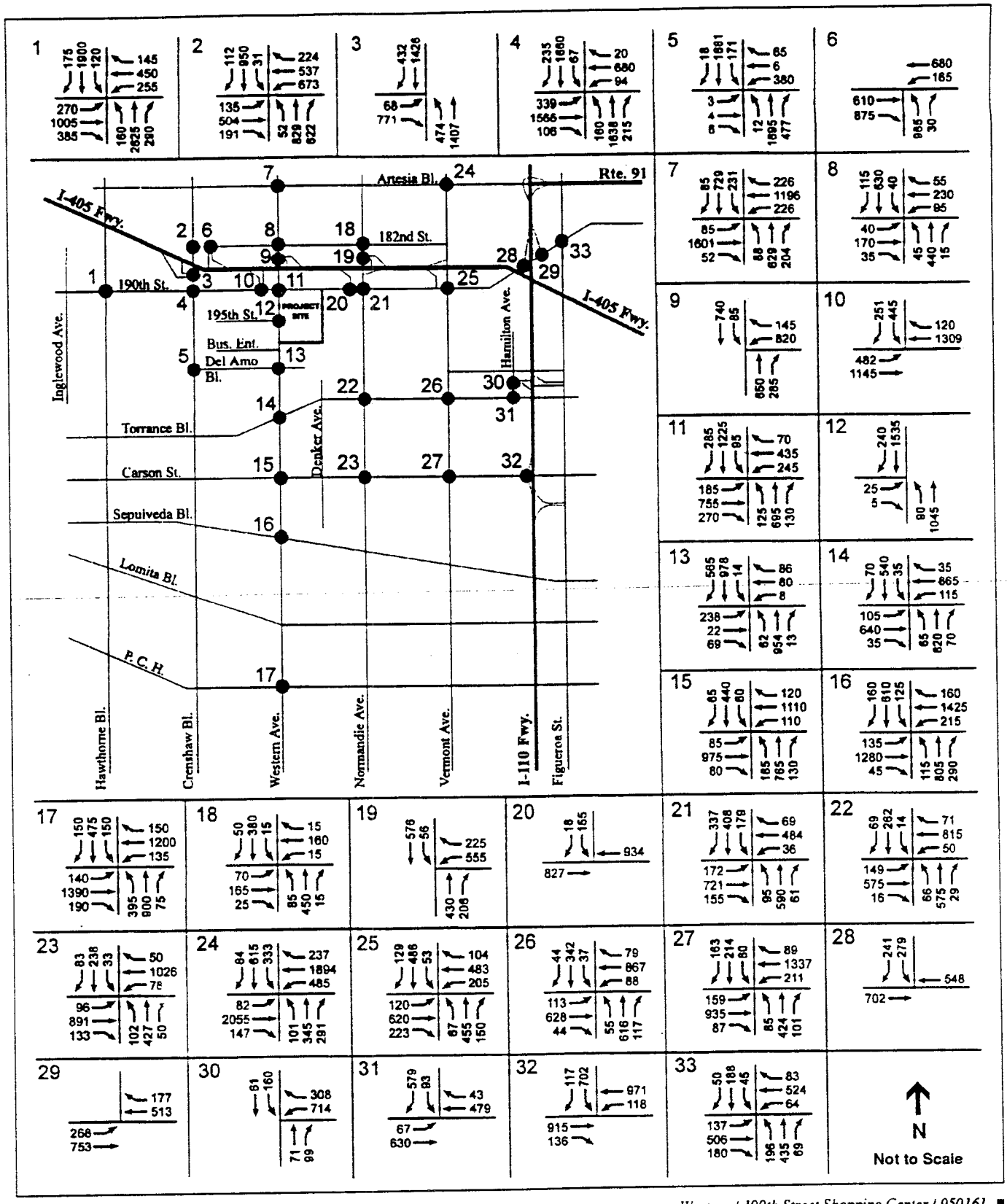
CO:	17,326	lbs/day
ROC:	1,690	lbs/day
NOx:	1,651	lbs/day
SOx:	23	lbs/day
PM10:	191	lbs/day

Total Cumulative + Proposed Project

CO:	22,126	lbs/day
ROC:	2,090	lbs/day
NOx:	1,981	lbs/day
SOx:	23	lbs/day
PM10:	231	lbs/day

BOE-C6-0116129

APPENDIX E: TRANSPORTATION

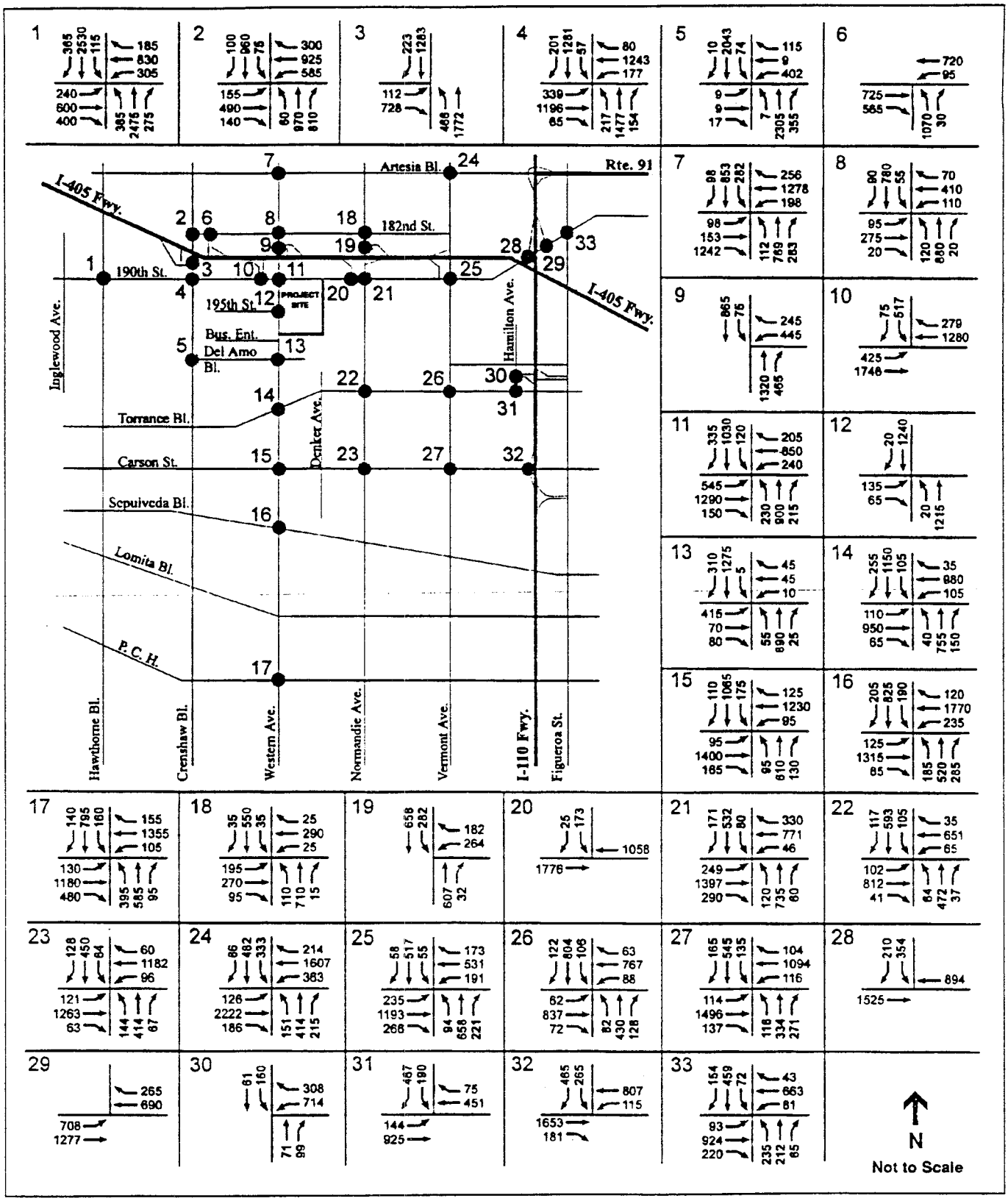


Western / 190th Street Shopping Center / 950161

SOURCE: Meyer, Mohaddes Associates, Inc.

Figure E-1

Existing Conditions - AM Peak Volumes

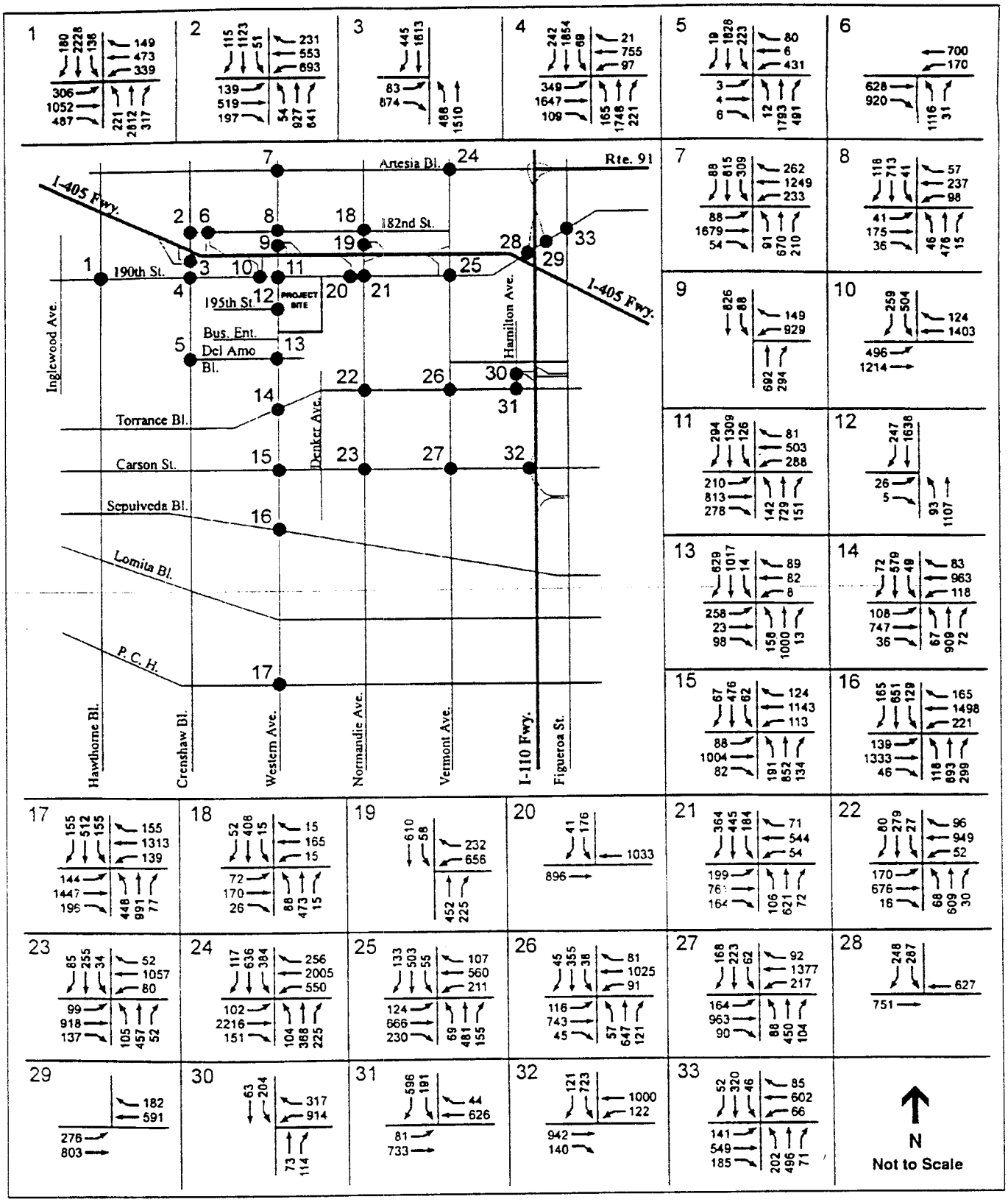


Western / 190th Street Shopping Center / 950161 ■

SOURCE: Meyer, Mohaddes Associates, Inc.

Figure E-2

Existing Conditions - PM Peak Volumes

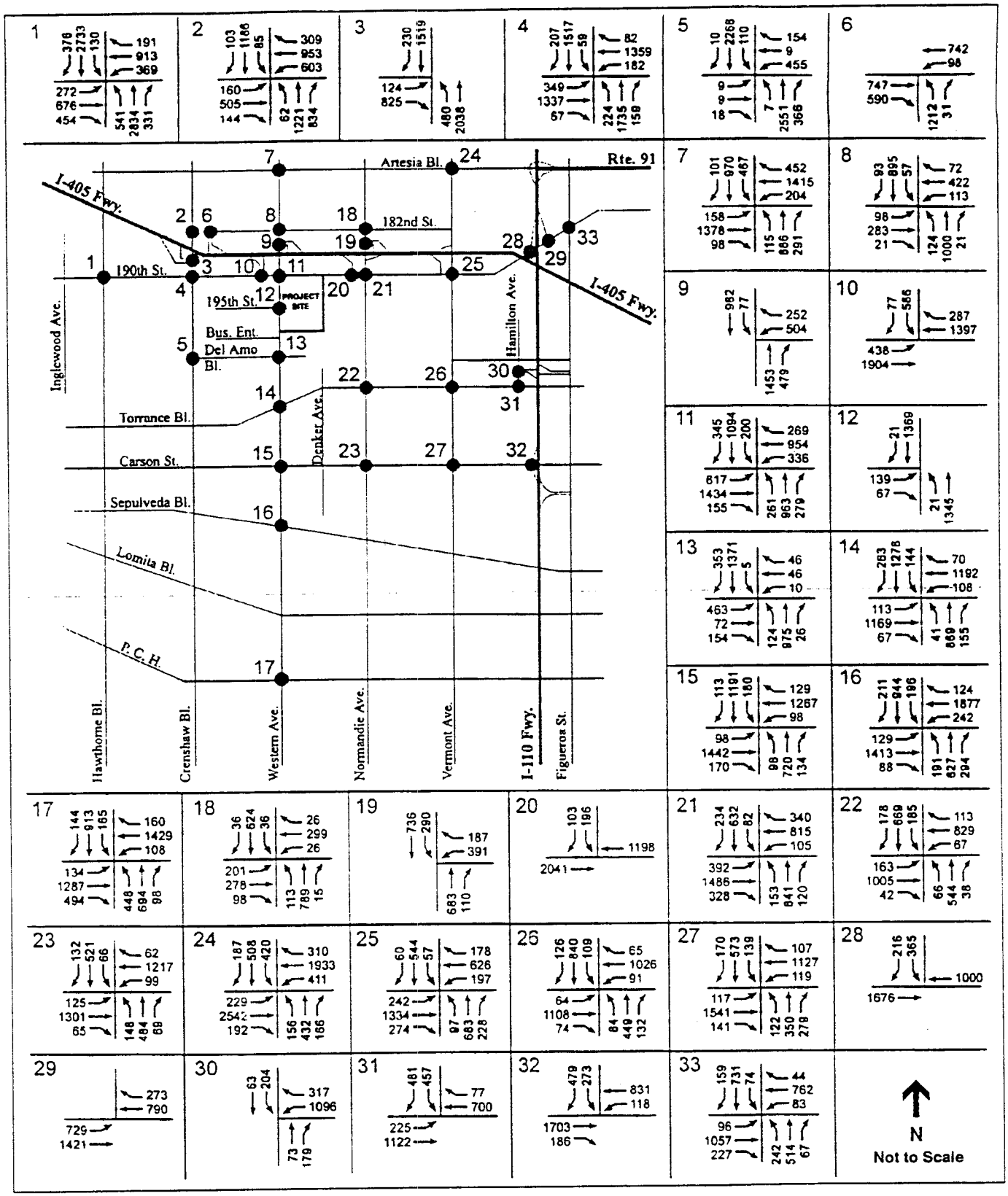


Western / 190th Street Shopping Center / 950161

SOURCE: Meyer, Mohaddes Associates, Inc.

Figure E-3

Future No Project Conditions - AM Peak Volumes

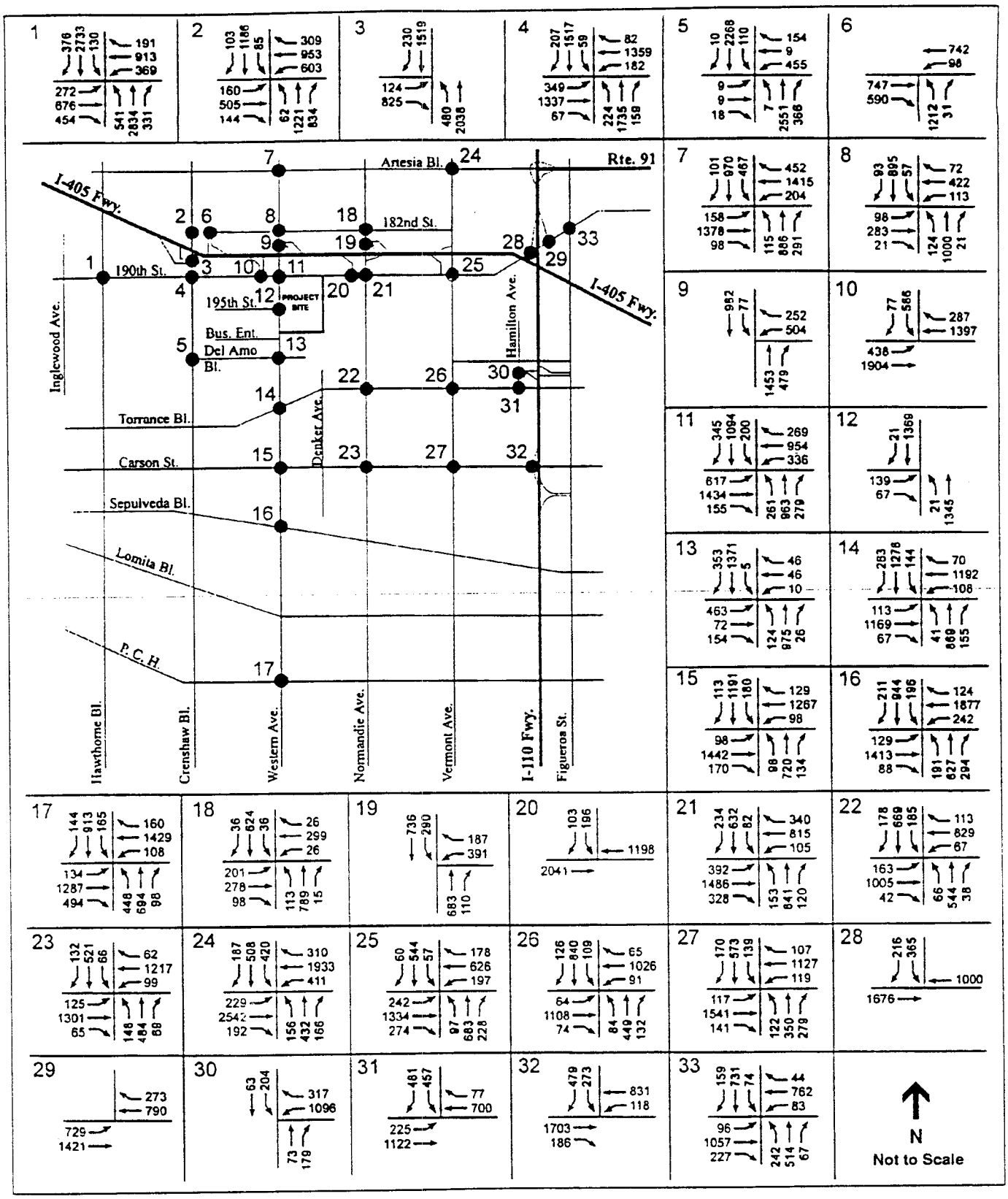


Western / 190th Street Shopping Center / 950161

SOURCE: Meyer, Mohaddes Associates, Inc.

Figure E-4

Future No Project Conditions - PM Peak Volumes

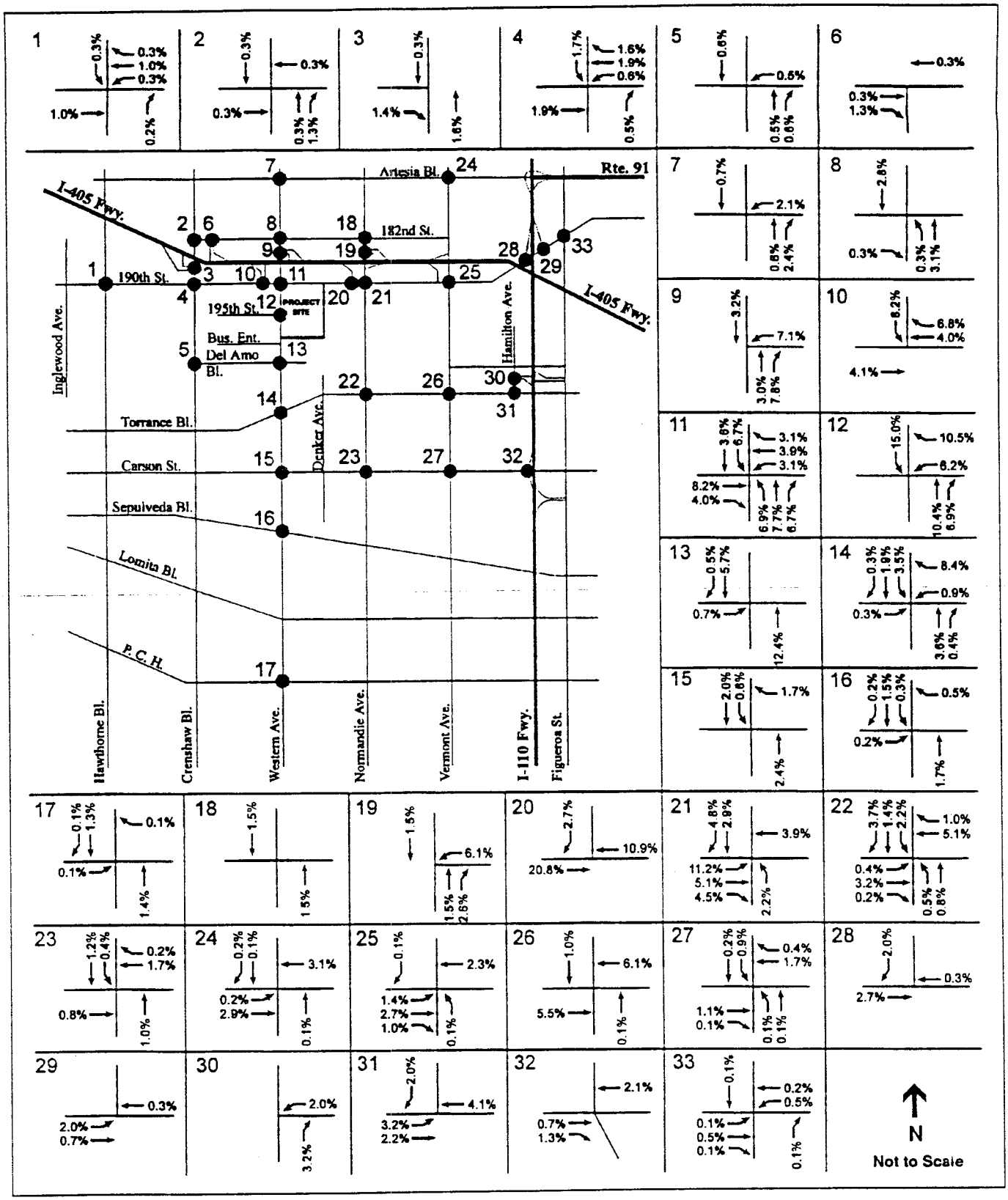


Western / 190th Street Shopping Center / 950161

SOURCE: Meyer, Mohaddes Associates, Inc.

Figure E-4

Future No Project Conditions - PM Peak Volumes

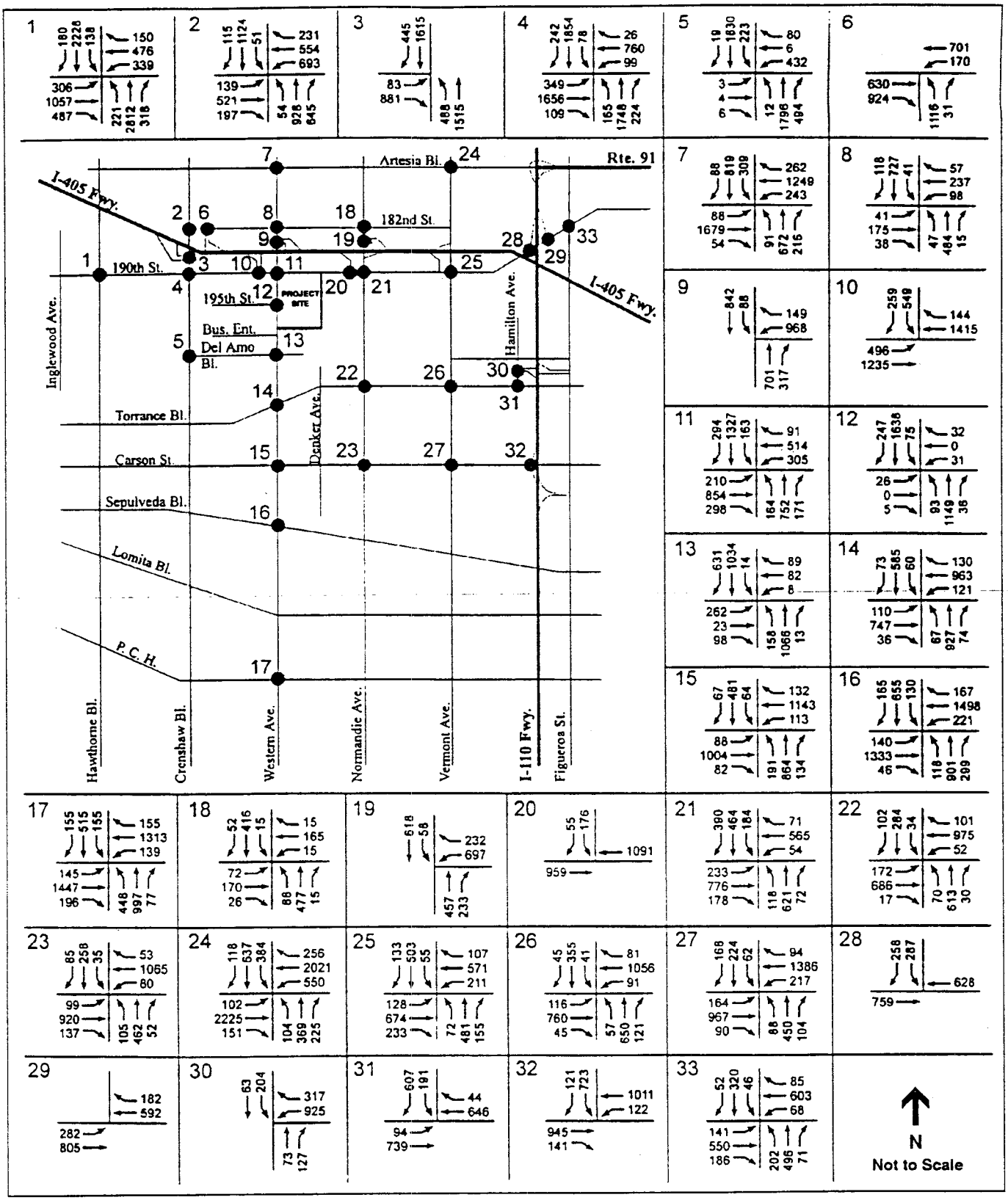


Western / 190th Street Shopping Center / 950161 ■

SOURCE: Meyer, Mohaddes Associates, Inc.

Figure E-5

Project Trip Distribution Percentages
Excluding 25% Pass-By Trips

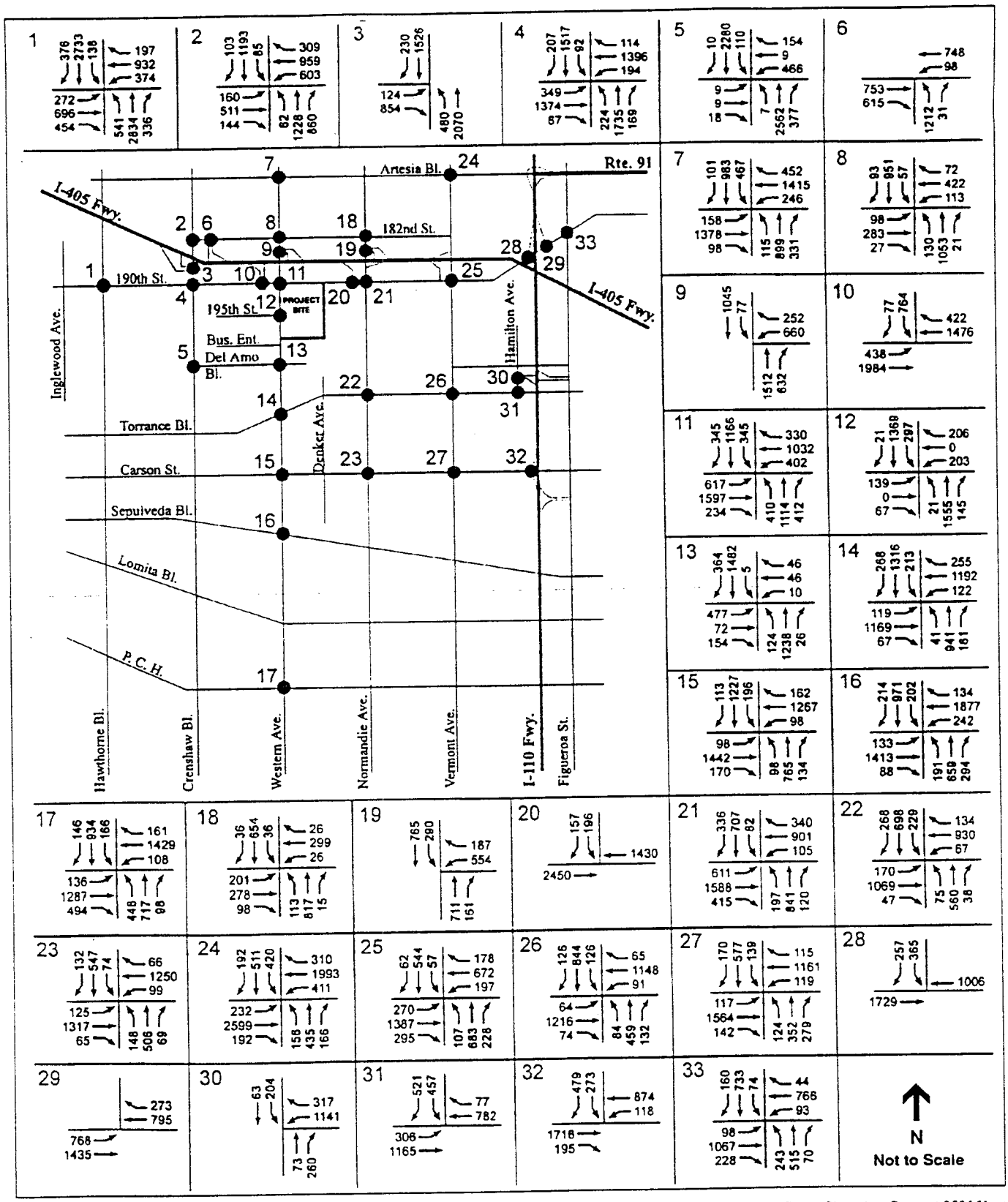


Western / 190th Street Shopping Center / 950161 ■

SOURCE: Meyer, Mohaddes Associates, Inc.

Figure E-6

Future W/Project Conditions AM Peak Volumes



Western / 190th Street Shopping Center / 950161

SOURCE: Meyer, Mohaddes Associates, Inc.

Figure E-7

Future W/Project Conditions PM Peak Volumes

APPENDIX F: ENERGY CALCULATIONS

UTILITY CALCULATIONS FOR CUMULATIVE PROJECTS
SOUTH BAY POWER CENTER - 190TH STREET/WESTERN (950161)

ELECTRICAL USE

DATA	UNITS/USE	KWH/SF/YR	USAGE
1,298	#Resid. Units (condos, SF, senior)	5,626.50	7,303,197.0
423,700	SF Office	12.95	5,486,915.0
2,672,200	SF Retail	13.55	36,208,310.0
640,000	SF Shopping Center (Retail)	13.55	8,672,000.0
54,000	SF Supermarket (Food Store)	53.30	2,878,200.0
159,500	SF Medical Center (Hospital)	21.70	3,461,150.0
75,000	SF Hotel/Motel (600 sf/room, 125 rooms)	9.95	746,250.0
285,800	SF Manufacturing (Miscellaneous)	10.50	3,000,900.0
127,000	SF Light Industrial (Miscellaneous)	10.50	1,333,500.0
167,000	SF Self Storage (Miscellaneous)	10.50	1,753,500.0
0	SF Golf Range (Miscellaneous)	10.50	0.0
25,000	SF Church (Miscellaneous)	10.50	262,500.0
	TOTAL KWH/YEAR		71,106,422.0
	TOTAL BTUs/YEAR		728,058,654,858.0

NATURAL GAS CONSUMPTION

DATA	UNITS/USE	CF MONTH	USAGE	USAGE/YEAR
46	#Single family units	6,665	306,590	3,679,080
1,252	#Multi family units (Condos, Senior)	4,011.5	5,022,398	60,268,776
423,700	SF Office	2.0	847,400	10,168,800
25,000	SF Church (Office)	2.0	50,000	600,000
0	SF Self Storage	0.0	0	0
2,672,200	SF Retail	2.9	7,749,380	92,992,560
640,000	SF Shopping Center	2.9	1,856,000	22,272,000
159,500	SF Medical Center (Office)	2.0	319,000	3,828,000
54,000	SF Supermarket (Retail/Shopping Center)	2.9	156,600	1,879,200
285,800	SF Manufacturing (Retail/Shopping Center)	2.9	828,820	9,945,840
127,000	SF Light Industrial (Retail/Shopping Center)	2.9	368,300	4,419,600
0	SF Golf Range	2.9	0	0
75,000	SF Hotel/Motel	4.8	360,000	4,320,000
	TOTAL CF/YEAR		214,373,856	
	TOTAL BTUs/YEAR		240,313,092,576	

Consumption Factors are taken from the SCAQMD, CEQA Air Quality Handbook, April 1993.

Updated on 7/09/96 based on new cumulative projects list

BOE-C6-0116140

Energy Calculations for the South Bay Power Center/190th Street and Western Avenue (950161)

ELECTRICAL USE

DATA	UNITS/USE	KWH/SF/YR	USAGE
	#Resid. Units	5,626.50	0.0
	SF Office	12.95	0.0
9,000	SF Restaurant (Fast Food Restaurants)	47.45	427,050.0
9,000	SF Retail (Shops)	13.55	121,950.0
684,275	SF Retail (Shopping Center)	13.55	9,271,926.3
52,725	SF Food Store (Supermarket)	53.30	2,810,242.5
	SF Warehouse	4.35	0.0
	SF Elementary School	5.90	0.0
	SF Highschool	10.50	0.0
	SF College	11.55	0.0
	SF Hospital	21.70	0.0
	SF Hotel/Motel	9.95	0.0
55,000	SF Miscellaneous (Theaters)	10.50	577,500.0
	TOTAL KWH/YEAR		13,208,668.8
	TOTAL BTUs/YEAR		135,243,559,331.3
	TOTAL KWH/MONTH		1,100,722.4
	TOTAL BTUs/MONTH		11,270,296,610.9

NATURAL GAS CONSUMPTION

DATA	UNITS/USE	CF MONTH	USAGE	USAGE/YEAR
	#Single family units	6,665	0	0
	#Multi family units	4,011.5	0	0
	SF Office	2.0	0	0
810,000	SF Retail/Shopping Center	2.9	2,349,000	28,188,000
	SF Hotel/Motel	4.8	0	0
	# Customers (Industrial)	241,611.0	0	0
	TOTAL CF/YEAR		28,188,000	
	TOTAL BTUs/YEAR		31,598,748,000	
	TOTAL CF/MONTH		2,349,000	
	TOTAL BTUs/MONTH		2,633,229,000	

Consumption Factors are taken from the SCAQMD, CEQA Air Quality Handbook, April 1993.

BOE-C6-0116141

APPENDIX G: PUBLIC UTILITIES CALCULATIONS

UTILITY CALCULATIONS FOR CUMULATIVE PROJECTS
SOUTH BAY POWER CENTER - 190TH STREET/WESTERN (950161)

SEWAGE FLOWS - (WATER USAGE IS CALC'D BY MULT. SEW. RATE BY 1.15)

DATA	UNITS/USE	SEWAGE GALS/DAY	WATER GALS/DAY	SEWAGE USAGE	SEWAGE USAGE/YR MIL. GALS.	WATER USAGE	WATER YEAR MIL. GALS.
25,000	sf Church (LACSD)	0.050	0.058	1,250	0.46	1,438	0.52
285,800	sf manufacturing (LACSD)	0.200	0.230	57,160	20.86	65,734	23.99
2,672,200	gfa retail	0.100	0.115	267,220	97.54	307,303	112.17
640,000	gfa shopping center (LACSD)	0.325	0.374	208,000	75.92	239,200	87.31
54,000	gfa supermarket (LACSD)	0.150	0.173	8,100	2.96	9,315	3.40
167,000	gfa Self Storage (LACSD)	0.025	0.029	4,175	1.52	4,801	1.75
2,090,880	gfa Golf Range - 48 acres (LACSD)	0.000	0.115	0	0.00	240,451	87.76
159,500	gfs medical buildings	0.300	0.345	47,850	17.47	55,028	20.09
125	# rooms hotel	150.000	172.500	18,750	6.84	21,563	7.87
423,700	gfa office	0.200	0.230	84,740	22.03	97,451	25.34
127,000	gfa light industrial (dry manufacturing, LACSD)	0.025	0.029	3,175	0.83	3,651	0.95
1,252	# 2 bedroom units	200.000	230.000	250,400	91.40	287,960	105.11
46	# 3 bedroom units	250.000	287.500	11,500	4.20	13,225	4.83
	TOTALS:			962,320	342.02	1,347,119	481.08

SOLID WASTE

DATA	UNITS/USE	LBS/DAY	USAGE/DAY	USAGE/YR	TONS/YR
423,700	sf office	0.006	2,542	660,972	330
159,500	sf medical center (office)	0.006	957	248,820	124
2,672,200	sf retail	0.005	13,361	4,876,765	2,438
640,000	sf shopping center (CIWMB)	0.025	16,000	5,840,000	2,920
285,800	sf manufacturing	0.0625	17,863	6,519,813	3,260
127,000	sf light industrial (CIWMB)	0.0625	7,938	2,897,188	1,449
167,000	sf Self Storage (same as retail)	0.005	835	304,775	152
0	sf Golf Range	0.000	0	0	0
54,000	sf supermarket (CIWMB)	0.010	540	197,100	99
125	# rooms hotel (CIWMB)	2	250	91,250	46
25,000	sf church (office)	0.006	150	39,000	20
46	# single family units	7.8	359	130,962	65
1,252	# multi-family units	3.6	4,507	1,645,128	823
	TOTAL		65,301	23,451,772	11,726

Updated on 7/09/96 based on new cumulative projects list

BOE-C6-0116143

190th/Western Shopping Center (950161)

SEWAGE FLOWS - (WATER USAGE IS CALC'D BY MULT. SEW. RATE BY 1.15)

DATA	UNITS/USE	SEWAGE GALS/DAY	WATER GALS/DAY	SEWAGE USAGE	SEWAGE USAGE/YR MIL. GALS.	WATER USAGE	WATER YEAR MIL. GALS.
	# seats audit./churches (theater)	5.000	5.750	0	0.00	0	0.00
55,000	sf theater (Co. Sanitation District)	0.125	0.144	6,875	2.51	7,906	2.89
1,320,000	sf parking (assumes 300 sf/space, based on 4,400 spaces)	0.025	0.029	33,000	12.05	37,950	13.85
	# seats bars/lounges,etc.	20.000	23.000	0	0.00	0	0.00
755,000	gfa retail	0.100	0.115	75,500	27.56	86,825	31.69
	# beds hospitals	500.000	575.000	0	0.00	0	0.00
	# beds convalescent hos.	85.000	97.750	0	0.00	0	0.00
	gfs medical buildings	0.300	0.345	0	0.00	0	0.00
	# rooms hotel	150.000	172.500	0	0.00	0	0.00
	gfa office	0.200	0.230	0	0.00	0	0.00
	# children day care	10.000	11.500	0	0.00	0	0.00
	# seats restaurants	50.000	57.500	0	0.00	0	0.00
	# students-elementary	10.000	11.500	0	0.00	0	0.00
	# students-high school	15.000	17.250	0	0.00	0	0.00
	# students-university	20.000	23.000	0	0.00	0	0.00
	# students/college dorms	85.000	97.750	0	0.00	0	0.00
	# bachelor apt. units	100.000	115.000	0	0.00	0	0.00
	# 1 bedroom units	150.000	172.500	0	0.00	0	0.00
	# 2 bedroom units	200.000	230.000	0	0.00	0	0.00
	# 3 bedroom units	250.000	287.500	0	0.00	0	0.00
	TOTALS:			115,375	42.11	132,681	48.43

SOLID WASTE

DATA	UNITS/USE	LBS/DAY	USAGE/DAY	USAGE/YR	TONS/YR
	sf office	0.006	0	0	0.000
810,000	sf retail	0.005	4,050	1,478,250	739.125
	# hotel rooms	2	0	0	0.000
	sf child care	0.007	0	0	0.000
	sf fitness center	0.003	0	0	0.000
	# apt. units	4	0	0	0.000
	# single family units	7.8	0	0	0.000
	# multi-family units	3.6	0	0	0.000
	# seats restaurant	3	0	0	0.000
	TOTAL		4,050	1,478,250	739.125

BOE-C6-0116144