MEMORANDUM TO FILE

PLACE IN FILES

JAN 10 2006

DEPUTY

DATE: January 6, 2006

COUNCIL FILE NO.: 92-1394

RE: EXPIRED COUNCIL FILE

This memorandum notes the expiration of the accompanying Council file/contents; the file is deemed terminated (received and filed) and the subject matter contained herein is closed. No other action is forthcoming.

Pursuant to Council action of September 13, 2005, all Council files pending before the City Council, which have not been placed on a Council or Committee agenda for consideration for a period of two years or more, are deemed received and filed (CF 05-0553). City Clerk, Council File Index Section: 213.978.1044

Adam R. Lid
Legislative Assistant I

cc: Index Section

#921394_Exp.wpd

RETURN IN FIVE DAYS TO
OFFICE OF
CITY CLERK
RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

"AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER"

P/W

RETURNED TO SENDER
NOT DELIVERABLE AS ADDRESSED — UNABLE TO FORWARD

DEC-9'98
U.S POSTAGE
0.55

Robert R. Henrich
29 Calypso Shores Bell Martin Keys
Novato, CA 94947

94949-5308

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OFFICE OF
CITY CLERK
RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

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DEC-9'98

U.S POSTAGE

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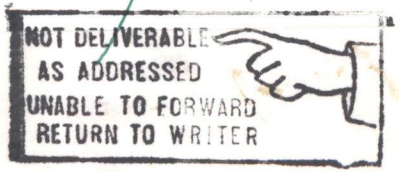
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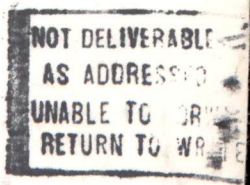
Lee & Marvis Thorpe
2430 Torrance Blvd.
Torrance, CA 90501

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OFFICE OF
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RM. 615, 200 N. MAIN STREET
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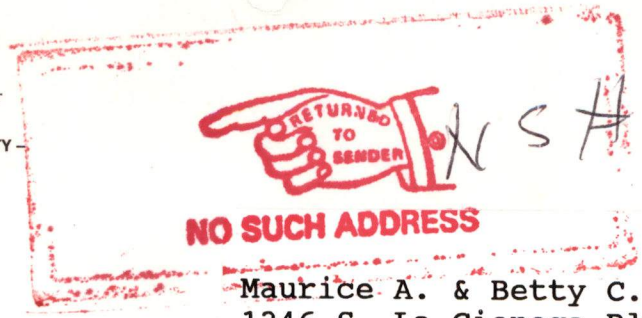
c/o KEEP. 607

KEEP607 907449009 1B97 02 12/15/98
FORWARD TIME EXP RTN TO SEND
:KEEP ON TRUCKING CO
PO BOX 3209
RANCHO CUCAMONGA CA 91729-3209

RETURN TO SENDER

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OFFICE OF
CITY CLERK
RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

"AN EQUAL EMPLOYMENT OPPORTUNITY –
AFFIRMATIVE ACTION EMPLOYER"





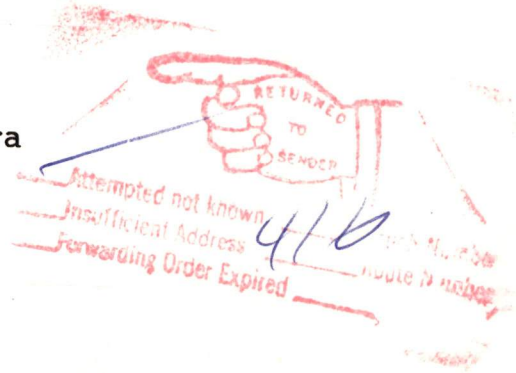
Maurice A. & Betty C. Rosenfeld
1246 S. La Cienega Blvd.
Los Angeles, CA 90035

RETURN IN FIVE DAYS TO
OFFICE OF
CITY CLERK
RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

"AN EQUAL EMPLOYMENT OPPORTUNITY –
AFFIRMATIVE ACTION EMPLOYER"



Margarito B. & Corraine M. Ibarra
1226 W. C St.
Wilmington, CA 90744

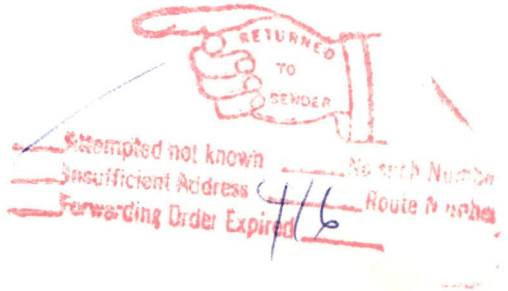


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OFFICE OF
CITY CLERK
RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

"AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER"

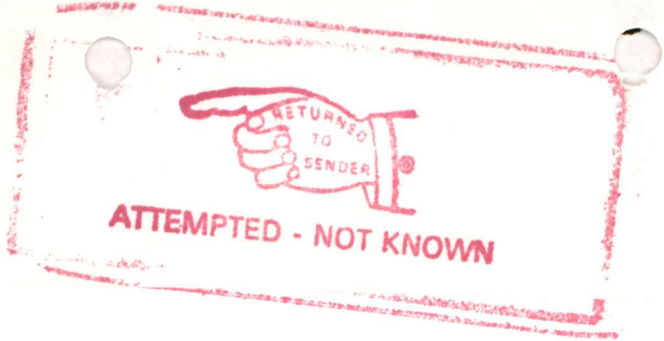


Ruben & Antonia Fernandez
1222 W. C St.
Wilmington, CA 90744



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OFFICE OF
CITY CLERK
RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

"AN EQUAL EMPLOYMENT OPPORTUNITY –
AFFIRMATIVE ACTION EMPLOYER"





Jack J. Richardson
217 N. Island Ave.
Wilmington, CA 90744

RETURN IN FIVE DAYS TO
OFFICE OF
CITY CLERK
RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

"AN EQUAL EMPLOYMENT OPPORTUNITY –
AFFIRMATIVE ACTION EMPLOYER"

P/3

DEC 9'98
U.S POSTAGE
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FORWARDING
ORDER EXPI

Leon & Luch Dichter
242 S. Robertson Blvd.
Beverly Hills, CA 90211

RETURN IN FIVE DAYS TO
OFFICE OF
CITY CLERK
RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

"AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER"



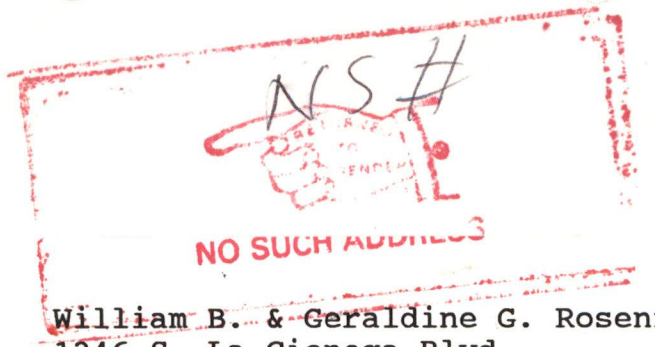


Dichter Lumber Sales, Inc.
242 S. Robertson Blvd.
Beverly Hills, CA 90211

90211-2811 30

RETURN IN FIVE DAYS TO
OFFICE OF
CITY CLERK
RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

"AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER"





William B. & Geraldine G. Rosenfeld
1246 S. La Cienega Blvd.
Los Angeles, CA 90035

RETURN IN FIVE DAYS TO
OFFICE OF
CITY CLERK
RM. 615, 200 N. MAIN STREET
LOS ANGELES, CA 90012

"AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER"

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P/3

Raul S. & Sylvia Cardona
23 Hitching Post Dr.
Rolling Hills Estates, CA 90274

90012/41
90274-3169 11

BOARD OF PUBLIC WORKS
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PRESIDENT
VALERIE LYNNE SHAW
VICE-PRESIDENT
MARIBEL MARIN
PRESIDENT PRO-TEM

TOD A. BURNETT
WOODY FLEMING

JAMES A. GIBSON
SECRETARY

CITY OF LOS ANGELES
CALIFORNIA

RICHARD J. RIORDAN
MAYOR

DEPARTMENT OF
PUBLIC WORKS
BUREAU OF
ENGINEERING

VITALY B. TROYAN, P.E.
CITY ENGINEER
650 SOUTH SPRING ST., SUITE 200
LOS ANGELES, CA 90014-1911

OCT 07 1999

City of Los Angeles
Harbor Department
Attn: Property Management
P.O. Box 151
San Pedro, CA 90733-0151

B St. & Figueroa St. Vac.
Dist. - VAC-E1400425 -
Council File No. 92-1394 -
Conditions/Responsive Agencies

Dear Gentlepersons:

The City Engineer's report dated February 22, 1996 was conditionally approved by the City Council on March 23, 1999. A copy of this adopted report was sent to you by the City Clerk. Enclosed is another copy.

At the meeting of the City Council held on July 16, 1999, the City Engineer's report dated May 14, 1999 was adopted to approve the Ordinance of Intention for this vacation.

A public hearing was held on September 14, 1999 and no protests were filed for this vacation.

An updated list of Primary Responsive Agencies is enclosed which indicates the various agencies you will need to contact to satisfy the respective conditions of the vacation proceeding. **You are responsible for making the necessary arrangements required by each agency and for having each agency provide a clearance letter to the Street Vacation Section upon your compliance with each condition.**

Section 7.48 of the Administrative Code specifies that "**if the applicant does not satisfy all conditions required by the City Council within five years of the date of the public hearing...all proceedings relating thereto shall be terminated.....**" Although governmental agencies and vacation proceedings instituted at the instance of the Board of Public Works or the City Council are exempt from the provisions of this section, a good faith effort to complete these conditions within the five-year time frame will be monitored. A determination will be made after five years whether or not to recommend termination of this proceeding.

Upon satisfactory completion of these conditions, the Resolution to Vacate will be prepared and sent to City Council for adoption. The Resolution to Vacate and other documents required by the Council's conditional approval for the vacation will then be recorded with the County Recorder of Los Angeles County, thus completing the vacation proceedings.

Recyclable and made from recycled waste.

The Street Vacation Section personnel are available to assist you in person in Suite 400, 634 South Spring Street, or by telephone at (213) 485-3024 or at (213) 847-8258. When making an inquiry, please refer to the above project Title and Work Order No. VAC-E1400425.

Sincerely,

Glenn Hirano, Assistant Division Engineer
Development Services Division (Land Development)
Bureau of Engineering

GH/FV/gt
A:gtWP109

Enc.

LIST OF PRIMARY RESPONSIVE AGENCIES

Project Title: B Street and Figueroa Street Vacation District.

Work Order No. VAC-E1400425 Council File No. 92-1394.

Listed below are the addresses and telephone numbers of the various agencies that you will need to contact to fulfill the respective conditions of the vacation proceedings; you need to contact only the agencies that have a number in parenthesis. The numbers in parenthesis refer to those particular vacation conditions as they are listed in the City Council's action of March 23, 1999 under the above Council File No. 92-1394.

Please note that **you** are responsible for contacting these agencies and taking or securing action to satisfy all vacation conditions. These agencies **must** inform the Land Development Section of the Development Services Division, **in writing,** that their respective conditions are cleared.

(1) Development Services Division/Land Development Section
Bureau of Engineering
Suite 400
634 So. Spring Street
Los Angeles, CA 90014
Contact: Street Vacation Section, (213) 485-3024

( ) Development Services Division/Bureau of Engineering
201 N. Figueroa Street, 7th Floor
Los Angeles, CA 90012
Contact: B-Permit Section, (213) 977-6057

(2) Harbor District Engineering Office/Bureau of Engineering
(3) San Pedro Municipal Building, Room 400
638 S. Beacon Street
San Pedro, CA 90731
Contact: B-Permit Section, (310) 548-7687

( ) Valley District Engineering Office/Bureau of Engineering
Van Nuys Municipal Building
14410 Sylvan Street
Van Nuys, CA 91401
Contact: B-Permit Section, (818) 989-8771

( ) West Los Angeles District Engineer Office/Bureau of Engineering
1828 Sawtelle Boulevard, 3rd Floor
Los Angeles, CA 90025
Contact: B-Permit Section, (310) 575-8605

( ) Real Estate Div./Bureau of Engineering
600 S. Spring Street, Room 745
Los Angeles, CA 90014
Contact: Land Title Services, (213) 847-5587

( ) Bureau of Street Lighting
600 S. Spring Street, 8th Floor
Los Angeles, CA 90014
Contact: General Engineering Division,
(213) 847-6425

( ) MCI Metro
905 E. Discovery Lane
Anaheim, CA 92346
Contact: Conrad Frost

( ) Street Tree Division/Bureau of Street Maintenance
600 S. Spring Street, Suite 1000
Los Angeles, CA 90014
Contact: Subdivision Section, (213) 485-5675

( ) Department of City Planning-City of Los Angeles
221 S. Figueroa Street, Room 310
Los Angeles, CA 90012
Contact: Division of Land Section, (213) 485-8014

( ) Department of Transportation-City of Los Angeles
221 S. Figueroa Street, Suite 500
Los Angeles, CA 90012
Contact: City Wide Planning Coordination, (213) 580-1195

( ) Fire Department-City of Los Angeles
Room 920, City Hall East
200 N. Main Street
Los Angeles, CA 90012
Contact: Hydrant Unit, (213) 485-5964

( ) Department of General Services-City of Los Angeles
111 East 1st Street, Suite 201
Los Angeles, CA 90012
Contact: Asset Management Div., (213) 847-5950

( ) Department of Building and Safety
201 N. Figueroa Street, 3rd Floor
Los Angeles, CA 90012
Contact: Grading Permit, (213) 977-6329

(4) Department of Water and Power-City of Los Angeles
Room 1203, General Office Building
111 N. Hope Street
Los Angeles, CA 90012
Contact: Real Estate Division, (213) 367-0561

(4) Southern California Gas Company
Engineering Services Department
P.O. Box 3249, Terminal Annex (ML 21D1)
Los Angeles, CA 90051-1249
Contact: Franchise & Rights of Way
Sharon D. O'Rourke, (213) 244-5082

( ) Southern California Edison Company
14803 Chestnut Street
Westminister, CA 92683-5240
Contact: Real Property Department, (714) 934-0837

(4) Pacific Bell
14709 Vanowen Street, Room 218
Van Nuys, CA 91405
Contact: (818) 578-3697

( ) General Telephone Company of California
201 Flynn Road
Camarillo, CA 93012
Contact: Right of Way Department, (805) 388-2244

( ) General Telephone Company of California
6220 E. Spring Street
Long Beach, CA 90815
Contact: Right of Way Department, (562) 982-0180

( ) Exxon Company U.S.A.
Humble Oil Company
Attention: Thomas A. Loftis
P.O. Box 1600
Midland, TX 79702-1600

( ) Access Transmission Services, Inc. (ATS)
Attention: Kevin Hendon
2400 N. Glenville Drive
Richardson, TX 75082
Contact: (214) 918-6741 or (214) 918-6705

( ) General Telephone Company of California
Attention: Access Design Department
2943 Exposition Boulevard
Santa Monica, CA 90404
Contact: (310) 394-2479

( ) Los Angeles County
Department of Public Works
900 S. Fremont Avenue
Alhambra, CA 91803
Contact: Property Management Division, (818) 458-7061

( ) Los Angeles County Sanitation District
P.O. Box 4998
Whittier, CA 90607
Contact: Financial Planning and Property Management Section
(310) 699-7411, Ext. 2710

( ) State of California
Department of Transportation
120 S. Spring Street, Room 3-11A
Los Angeles, CA 90012
Contact: Right of Way Division, (213) 897-4387

( ) City Administrative Officer - City of Los Angeles
Room 300, City Hall East
200 N. Main Street
Los Angeles, CA 90012
Contact: Risk Management, (213) 485-6649

( ) Metropolitan Water District
P.O. Box 54153
Los Angeles, CA 90054
Contact: Civil Engineering Substructure Section,
(213) 217-6617

( ) Century Cable
2939 Nebraska Avenue
Santa Monica, CA 90404
Contact: Construction Supervisor, (Mr. Nick Gasbarre)
(310) 829-7079

( ) Media One
6314 Arizona Place
Los Angeles, CA 90045
Attention: Emir Erba, Construction Supervisor
(310) 216-3500

(4) Mobil Oil Corporation
West Coast Pipe Lines
Attn: Ken Robinson
3020 Old Ranch Parkway, Suite 200
Seal Beach, CA 90740-2751
(310) 493-7228

( ) UNOCAL Corporation
Diversified Businesses
376 South Valencia Avenue
Brea, CA 92621
(714) 577-1476

( ) Union Pacific Railroad
Attn: Office of Division Engineer
500 Ferguson, Suite F
Los Angeles, CA 90022

( ) Southern Pacific (Railroad) Transportation
Attn: Engineering Dept.
1200 Corporate Center
Monterey Park, CA 91754-7605

( ) ARCO Pipe Line Company
Attn: Land and Right-of-Way Services Dept.
5900 Cherry Avenue
Long Beach, CA 90805-4454
(310) 428-9000

(4) Wickland Oil Terminals
Attn: Rudy De Mara
841 La Paloma
Wilmington, CA 90744
(310) 834-4495

(4) Fletcher Oil & Refining Company
Attn: Rick Goracy
P.O. Box 548
Wilmington, CA 90748
(310) 518-7293

(4) GATX Tank Storage Terminal Corporation
Attn: David J. Kingston
P.O. Box 9007
Long Beach, CA 90810-0007
(310) 518-7705

HMM/FV/gt
C:gtwp1

J. MICHAEL CAREY
City Clerk

When making inquiries relative to this matter refer to File No.

CITY OF LOS ANGELES
CALIFORNIA

Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705

RECEIVED BUREAU OF ENG.
ADMINISTRATIVE SERVICES
COUNCIL SECTION
154611
SEP 27 1999

RICHARD J. RIORDAN
MAYOR

RECEIVED
DEVELOPMENT SERVICES DIV.
LAND DEVELOPMENT SECTION
99 SEP 29 PM 2:04

92-1394

ASSIGNED: DSD-LD w/file
DSD-RE
HARBOR
ST. LTG
PMD

CD 15

September 20, 1999

Bureau of Engineering,
cc: Development Services Division
Attn: Glenn Hirano (with file)
cc: Real Estate Division
Councilmember Svorinich
Board of Public Works
City Attorney
Harbor Department

City Planning Department
Department of Transportation,
Traffic Division
Board of Water & Power Commissioners
Attn: John Burmahln
Board of Fire Commissioners
Police Department

RE: PROPOSED STREET VACATIONS IN "B" STREET AND FIGUEROA STREET VACATION DISTRICT IN RELATION TO THE HARRY BRIDGES BOULEVARD REALIGNMENT AND FOR VARIOUS OTHER PUBLIC RIGHT-OF-WAYS E1400425

At the meeting of the Council held September 14, 1999, the following action was taken:

Attached report adopted	
Attached motion () adopted	
Attached resolution adopted ()	
Street Vacations Approved	X
City Engineer Instructed to Proceed with the Vacations	X
FORTHWITH	
Mayor concurred	
Ordinance adopted	
Motion adopted to approve attached report	
Motion adopted to approve communication	
To the Mayor FORTHWITH	
Findings adopted	

J. Michael Carey

City Clerk
jr

steno\921394

Recyclable and made from recycled waste.

4

ACCELERATED REVIEW PROCESS - G

Office of the City Engineer

Los Angeles, California

To the Honorable Council

Of the City of Los Angeles

MAY 14 1999

Honorable Members:

C. D. No. 15

SUBJECT:

B Street and Figueroa Street Vacation District - Map and Ordinance of Intention - VAC-E1400425 - Council File No. 92-1394.

CITY CLERK
BY
DEPUTY

RECEIVED
CITY CLERK'S OFFICE
99 MAY 14 PM 1:51

RECOMMENDATIONS:

A. That the attached Map No. VAC-99-1400425 for the vacation of:

1. That portion of Figueroa Street from Harry Bridges Boulevard (formerly B Street) to approximately 430 feet northerly thereof.

2. That portion of John S. Gibson Boulevard from its easterly terminus to approximately 425 feet westerly thereof.

3. That portion of Harry Bridges Boulevard (formerly B Street) from the easterly terminus of John S. Gibson Boulevard to Island Avenue.

4. Mar Vista Avenue, Hawaiian Avenue, King Avenue, Wilmington Boulevard, Gulf Avenue, McDonald Avenue and Bay View Avenue from Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard.

5. Neptune Avenue from Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard and from C Street to the northerly line of the proposed realignment of Harry Bridges Boulevard.

6. Those portions of Lagoon Avenue from approximately 345 feet southerly of Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard and from the northerly line of the proposed realignment of Harry Bridges Boulevard to the proposed southerly terminus of Lagoon Avenue southerly of C Street.

7. That portion of Island Avenue from the northerly line of the proposed realignment of Harry Bridges Boulevard to the proposed southerly terminus of Island Avenue southerly of C Street.

8. Those certain alleys bounded on the east by Lagoon Avenue, bounded on the west by Figueroa Street, bounded on the south by Harry Bridges Boulevard (formerly B Street) and bounded on the north by the southerly line of the proposed realignment of Harry Bridges Boulevard,

be approved and filed with the City Engineer.

B. That, in conformance with Section 96.5(5) of the City Charter, the Council reaffirm its findings of March 23, 1999, that this vacation is in substantial conformance with the General Plan.

C. That the Council reaffirm its findings that the Environmental Impact Report (State Clearinghouse No. 92021075) complies with the California Environmental Quality Act of 1970, the State Guidelines, and the City's Guidelines, for this vacation.

D. That the Ordinance of Intention for the vacation, which has been approved as to form and legality by the City Attorney, be adopted.

E. That the City Engineer be instructed to present a Resolution to Vacate after the conclusion of the Public Hearing and Council's instruction to proceed with this vacation and upon compliance with the conditions established for this vacation.

F. That, upon completion of the Public Hearing and Council's instruction to proceed with the vacation, the City Clerk transmit Council File No. 92-1394, to the Development Services Division of the Bureau of Engineering. Section 7.48 of the Administrative Code specifies that vacation proceedings not completed within 5 years of the date of the Public Hearing, yet to be conducted, are to be terminated, with no further action by the Council.

TRANSMITTALS:

1. Council File No. 92-1394.

2. Map No. VAC-99-1400425.

3. Draft of Ordinance of Intention.

PREVIOUS COUNCIL ACTION: The City Council, on March 23, 1999, under Council File No. 92-1394, conditionally instituted vacation proceedings for the public rights-of-way shown on attached Map No. VAC-99-1400425.

ENVIRONMENTAL CONSIDERATIONS: The City Council, on March 23, 1999, found that Environmental Impact Report (State Clearinghouse No. 92021075) complies with the California Environmental Quality Act of 1970, the State Guidelines, and the City's Guidelines, for this vacation.

Los Angeles City Charter: The Council's action of March 23, 1999, complies with the requirements of Section 96.5(5) of the City Charter.

Respectfully submitted,

Homer Marumoto Jr

VITALY B. TROYAN
City Engineer

GH/FV/gt
A:gtwp96

ORD. OF INTENTION
+
MO
ADOPTED
TO APPROVE CITY ENG. RPT.
JUL 16 1999
FINDINGS REAFFIRMED
LOS ANGELES CITY COUNCIL

SEP 14, 1999 - PUBLIC HEARING CLOSED - NO PROTESTS - STREET VACATION APPROVED - CITY ENG. INSTRUCTED TO PROCEED

SET FOR HEARING ON - SEPT. 14, 1999

J. MICHAEL CAREY
City Clerk

When making inquiries relative to this matter refer to File No.

CITY OF LOS ANGELES
CALIFORNIA

RICHARD J. RIORDAN
MAYOR

Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705

92-1394

CD 15

September 20, 1999

Bureau of Engineering,
cc: Development Services Division
Attn: Glenn Hirano (with file)
cc: Real Estate Division
Councilmember Svorinich
Board of Public Works
City Attorney
Harbor Department
City Planning Department
Department of Transportation,
Traffic Division
Board of Water & Power Commissioners
Attn: John Burmahln
Board of Fire Commissioners
Police Department

RE: PROPOSED STREET VACATIONS IN "B" STREET AND FIGUEROA STREET VACATION DISTRICT IN RELATION TO THE HARRY BRIDGES BOULEVARD REALIGNMENT AND FOR VARIOUS OTHER PUBLIC RIGHT-OF-WAYS

At the meeting of the Council held September 14, 1999, the following action was taken:

Attached report adopted	
Attached motion () adopted	
Attached resolution adopted ()	
Street Vacations Approved	X
City Engineer Instructed to Proceed with the Vacations	X
FORTHWITH	
Mayor concurred	
Ordinance adopted	
Motion adopted to approve attached report	
Motion adopted to approve communication	
To the Mayor FORTHWITH	
Findings adopted	

J. Michael Carey

City Clerk
jr

steno\921394

Recyclable and made from recycled waste.

4

ACCELERATED REVIEW PROCESS - G

Office of the City Engineer

Los Angeles, California

To the Honorable Council

Of the City of Los Angeles

MAY 14 1999

Honorable Members:

C. D. No. 15

SUBJECT:

B Street and Figueroa Street Vacation District - Map and Ordinance of Intention - VAC-E1400425 - Council File No. 92-1394.

RECEIVED
CITY CLERK'S OFFICE
99 MAY 14 PM 1:51
CITY CLERK
BY
DEPUTY

RECOMMENDATIONS:

A. That the attached Map No. VAC-99-1400425 for the vacation of:

1. That portion of Figueroa Street from Harry Bridges Boulevard (formerly B Street) to approximately 430 feet northerly thereof.

2. That portion of John S. Gibson Boulevard from its easterly terminus to approximately 425 feet westerly thereof.

3. That portion of Harry Bridges Boulevard (formerly B Street) from the easterly terminus of John S. Gibson Boulevard to Island Avenue.

4. Mar Vista Avenue, Hawaiian Avenue, King Avenue, Wilmington Boulevard, Gulf Avenue, McDonald Avenue and Bay View Avenue from Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard.

5. Neptune Avenue from Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard and from C Street to the northerly line of the proposed realignment of Harry Bridges Boulevard.

6. Those portions of Lagoon Avenue from approximately 345 feet southerly of Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard and from the northerly line of the proposed realignment of Harry Bridges Boulevard to the proposed southerly terminus of Lagoon Avenue southerly of C Street.

7. That portion of Island Avenue from the northerly line of the proposed realignment of Harry Bridges Boulevard to the proposed southerly terminus of Island Avenue southerly of C Street.

8. Those certain alleys bounded on the east by Lagoon Avenue, bounded on the west by Figueroa Street, bounded on the south by Harry Bridges Boulevard (formerly B Street) and bounded on the north by the southerly line of the proposed realignment of Harry Bridges Boulevard,

be approved and filed with the City Engineer.

B. That, in conformance with Section 96.5(5) of the City Charter, the Council reaffirm its findings of March 23, 1999, that this vacation is in substantial conformance with the General Plan.

C. That the Council reaffirm its findings that the Environmental Impact Report (State Clearinghouse No. 92021075) complies with the California Environmental Quality Act of 1970, the State Guidelines, and the City's Guidelines, for this vacation.

D. That the Ordinance of Intention for the vacation, which has been approved as to form and legality by the City Attorney, be adopted.

E. That the City Engineer be instructed to present a Resolution to Vacate after the conclusion of the Public Hearing and Council's instruction to proceed with this vacation and upon compliance with the conditions established for this vacation.

F. That, upon completion of the Public Hearing and Council's instruction to proceed with the vacation, the City Clerk transmit Council File No. 92-1394, to the Development Services Division of the Bureau of Engineering. Section 7.48 of the Administrative Code specifies that vacation proceedings not completed within 5 years of the date of the Public Hearing, yet to be conducted, are to be terminated, with no further action by the Council.

TRANSMITTALS:

1. Council File No. 92-1394.

2. Map No. VAC-99-1400425.

3. Draft of Ordinance of Intention.

PREVIOUS COUNCIL ACTION: The City Council, on March 23, 1999, under Council File No. 92-1394, conditionally instituted vacation proceedings for the public rights-of-way shown on attached Map No. VAC-99-1400425.

ENVIRONMENTAL CONSIDERATIONS: The City Council, on March 23, 1999, found that Environmental Impact Report (State Clearinghouse No. 92021075) complies with the California Environmental Quality Act of 1970, the State Guidelines, and the City's Guidelines, for this vacation.

Los Angeles City Charter: The Council's action of March 23, 1999, complies with the requirements of Section 96.5(5) of the City Charter.

Respectfully submitted,

Tomio Narimoto

for VITALY B. TROYAN
City Engineer

GH/FV/gt
A:gtwp96

ORD. OF INTENTION
+
MO
ADOPTED
TO APPROVE CITY ENG. RPT.
JUL 16 1999
FINDINGS REAFFIRMED
LOS ANGELES CITY COUNCIL
SET FOR HEARING ON - SEPT. 14, 1999

SEP 14, 1999 - PUBLIC HEARING CLOSED - NO PROTESTS - STREET VACATION APPROVED - CITY ENG. INSTRUCTED TO PROCEED

NOTICE OF STREET VACATION

Public Notice is hereby given that on Friday, **the** 16th **day of** July, 1999, **the Council of the City of Los Angeles, did at its meeting on said day, adopt an Ordinance of Intention No.** 172,719 **declaring its intention to order vacation of**

1. That portion of Figueroa Street from Harry Bridges Boulevard (formerly B Street) to approximately 430 feet northerly thereof.
2. That portion of John S. Gibson Boulevard from its easterly terminus to approximately 425 feet westerly thereof.
3. That portion of Harry Bridges Boulevard (formerly B Street) from the easterly terminus of John S. Gibson Boulevard to Island Avenue.
4. Mar Vista Avenue, Hawaiian Avenue, King Avenue, Wilmington Boulevard, Gulf Avenue, McDonald Avenue and Bay View Avenue from Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard.
5. Neptune Avenue from Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard and from C Street to the northerly line of the proposed realignment of Harry Bridges Boulevard.
6. Those portions of Lagoon Avenue from approximately 345 feet southerly of Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard and from the northerly line of the proposed realignment of Harry Bridges Boulevard to the proposed southerly terminus of Lagoon Avenue southerly of C Street.
7. That portion of Island Avenue from the northerly line of the proposed realignment of Harry Bridges Boulevard to the proposed southerly terminus of Island Avenue southerly of C Street.
8. Those certain alleys bounded on the east by Lagoon Avenue, bounded on the west by Figueroa Street, bounded on the south by Harry Bridges Boulevard (formerly B Street) and bounded on the north by the southerly line of the proposed realignment of Harry Bridges Boulevard.
9. Those certain alleys bounded on the east by Lagoon Avenue, bounded on the west by Bay View Avenue, bounded on the north by C Street and bounded on the south by the northerly line of the proposed realignment;

in the City of Los Angeles, California. That the hour of 10:00 o'clock A.M. the 14th **day of** September, 1999, **in the Council Chamber in the City Hall, Los Angeles, California, is the time and place when and where all persons interested in or objecting to the proposed vacation may appear before the City Council and offer evidence in relation thereto.**

For further particulars as to the proposed vacation and the easements and rights of way, if any, to be reserved for public use, reference is hereby made to the map No. VAC -99-1400425 **filed in the office of the City Engineer, Suite 400, 634 S. Spring Street, Los Angeles, California.**

BOARD OF PUBLIC WORKS OF THE CITY OF LOS ANGELES

FOR FURTHER INFORMATION, CALL AT SUITE 400, 634 S. SPRING ST., TEL. NO. (213) 485-3024 OR (213) 847-8258

C. F. 92-1394

Hrg set - 9-14-99

DECLARATION OF POSTING
NOTICES OF STREET VACATION

I, FRED R. VIADO, the undersigned Declarant, state as follows:

I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and employed by the Department of Public Works of the City of Los Angeles, California.

The Council of the City of Los Angeles has adopted Ordinance No. 172719 therein declaring its intention to order the vacation of B Street and Figueroa Street Vacation District in relation to the Harry Bridges Boulevard Realignment

and, as required by Section 8323 of the Streets and Highways Code of California, and under the direction of the Board of Public Works of the City of Los Angeles, I have conspicuously posted, or caused to be conspicuously posted, along the line of the street or part thereof proposed to be vacated, at not more than 300 feet in distance apart, but not less than three in all, notices of the passage of such ordinance of intention, each notice being headed "Notice of Street Vacation".

A true copy of the "Notice of Street Vacation" so posted in each instance hereinabove described is attached hereto and made a part of this declaration.

I completed the posting of such notices, or caused the posting thereof to be completed, on the 30TH day of AUGUST, 1999.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this 30TH day of AUGUST, 19 99, at Los Angeles, California.

RECEIVED
CITY CLERK'S OFFICE
99 AUG 30 PM 2:22
CITY CLERK
BY
DEPUTY

Declarant

COUNCIL VOTE

14-Sep-99 10:18:17 AM, #4

Items Noticed for Public Hearing - Items 1-7
Voting on Item(s): 1-6
Roll Call

BERNSON	Yes
CHICK	Yes
FEUER	Yes
GALANTER	Absent
GOLDBERG	Absent
HERNANDEZ	Yes
HOLDEN	Yes
MISCIKOWSKI	Yes
PACHECO	Yes
PADILLA	Yes
RIDLEY-THOMAS	Yes
SVORINICH	Yes
WACHS	Yes
WALTERS	Absent
*FERRARO	Yes

Present: 12, Yes: 12 No: 0

J. MICHAEL CAREY
City Clerk

When making inquiries relative to this matter refer to File No.

CITY OF LOS ANGELES
CALIFORNIA

RICHARD J. RIORDAN
MAYOR

Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705

92-1394

CD 15

August 6, 1999

Bureau of Engineering,
cc: Development Services
Division (with file)
Attn: G. Hirano
cc: Real Estate Division
Councilmember Svorinich
Board of Public Works
City Attorney

City Planning Department
CPC 93-0192 PWA
Department of Transportation,
Traffic Division
Board of Water & Power Commission
Attn: J. Burmahln
Fire Commission

RE: ESTABLISHING A DATE FOR HEARING PROTESTS AGAINST THE PROPOSED STREET VACATIONS OF THE B STREET AND FIGUEROA STREET VACATION DISTRICT IN RELATION TO THE HARRY BRIDGES BOULEVARD REALIGNMENT

At the meeting of the Council held July 16, 1999, the following action was taken:

Ordinance of Intention adopted	X
Motion adopted to approve attached City Engineer report	X
Ordinance Number	172719
Publication date	8-5-99
Effective date	8-5-99
Mayor vetoed	
Mayor approved	7-30-99
Mayor failed to act - deemed approved	
Findings Reaffirmed	X
Negative Declaration adopted	
Categorically exempt	
Hearing set for September 14, 1999	X
Generally exempt	
EIR certified	

J. Michael Carey

City Clerk
et

steno\921394

Recyclable and made from recycled waste.

Mayor's Time Stamp

RECEIVED
'99 JUL 22 P4:01
DEPUTY MAYOR

TIME LIMIT FILES
ORDINANCES

City Clerk's Time Stamp

RECEIVED
CITY CLERK'S OFFICE
99 JUL 22 PM 3:50
CITY CLERK
BY _____ DEPUTY

COUNCIL FILE NUMBER 92-1394 COUNCIL DISTRICT 15

COUNCIL APPROVAL DATE July 16, 1999 LAST DAY FOR MAYOR TO ACT AUG 02 1999

ORDINANCE TYPE: X Ord of Intent ___ Zoning ___ Personnel ___ General

___ Improvement ____ LAMC ____ LAAC __ CU or Var Appeals - CPC No _____

SUBJECT MATTER:

Setting the date of **SEPTEMBER 14, 1999**, as the date for hearing protests against the proposed street vacations of the following public rights-of-way:

a. Portion of Figueroa Street from Harry Bridges Boulevard to approximately 430 feet northerly thereof.

b. Portion of John S. Gibson Boulevard from its easterly terminus to approximately 425 feet westerly thereof.

c. Portion of Harry Bridges Boulevard from the easterly terminus of John S. Gibson Boulevard to Island Avenue.

d. Mar Vista Avenue, Hawaiian Avenue, King Avenue, Wilmington Boulevard, Gulf Avenue, McDonald Avenue and Bay View Avenue from Harry Bridges Boulevard to the southerly line of the proposed realignment.

e. Neptune Avenue from Harry Bridges Boulevard to the southerly line of the proposed realignment and from C Street to the northerly line of the proposed realignment.

f. Those portions of Lagoon Avenue from approximately 345 feet southerly of Harry Bridges Boulevard to the southerly line of the proposed realignment and from the northerly line of the proposed realignment to the proposed southerly terminus of Lagoon Avenue southerly of C Street.

g. Portion of Island Avenue from the northerly line of the proposed realignment to the proposed southerly terminus of Island Avenue southerly of C Street.

h. Those certain alleys bounded on the east by Lagoon Avenue, bounded on the west by Figueroa Street, bounded on the south by Harry Bridges Boulevard and bounded on the north by the southerly line of the proposed realignment.

RECOMMENDATIONS:	**APPROVED**	**DISAPPROVED**
CITY ATTORNEY	X	
CITY ENGINEER	X	

RECEIVED
CITY CLERK'S OFFICE
99 JUL 30 PM 2:10
CITY CLERK
BY _____ DEPUTY

DATE OF MAYOR APPROVAL, DEEMED APPROVED OR *VETO: JUL 30 1999

*VETOED ORDINANCES MUST BE ACCOMPANIED WITH OBJECTIONS IN WRITING PURSUANT TO CHARTER SEC. 29

(CITY CLERK USE ONLY PLEASE DO NOT WRITE BELOW THIS LINE)

DATE RECEIVED FROM MAYOR JUL 30 1999 ORDINANCE NO. 172719

DATE PUBLISHED AUG 05 1999 DATE POSTED _____ EFFECTIVE DATE AUG 05 1999

ORD OF INTENT: HEARING DATE _____ ASSESSMENT CONFIRMATION _____

ORDINANCE FOR DISTRIBUTION: Yes [] No [X]

steno\921394.ord
et

ORDINANCE NO. 172719

An Ordinance of the City of Los Angeles declaring the intention of the City Council to order the vacation of:

1. That portion of Figueroa Street from Harry Bridges Boulevard (formerly B Street) to approximately 430 feet northerly thereof.
2. That portion of John S. Gibson Boulevard from its easterly terminus to approximately 425 feet westerly thereof.
3. That portion of Harry Bridges Boulevard (formerly B Street) from the easterly terminus of John S. Gibson Boulevard to Island Avenue.
4. Mar Vista Avenue, Hawaiian Avenue, King Avenue, Wilmington Boulevard, Gulf Avenue, McDonald Avenue and Bay View Avenue from Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard.
5. Neptune Avenue from Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard and from C Street to the northerly line of the proposed realignment of Harry Bridges Boulevard.
6. Those portions of Lagoon Avenue from approximately 345 feet southerly of Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard and from the northerly line of the proposed realignment of Harry Bridges Boulevard to the proposed southerly terminus of Lagoon Avenue southerly of C Street.
7. That portion of Island Avenue from the northerly line of the proposed realignment of Harry Bridges Boulevard to the proposed southerly terminus of Island Avenue southerly of C Street.
8. Those certain alleys bounded on the east by Lagoon Avenue, bounded on the west by Figueroa Street, bounded on the south by Harry Bridges Boulevard (formerly B Street) and bounded on the north by the southerly line of the proposed realignment of Harry Bridges Boulevard;

and electing to proceed under Chapter 3 of the Public Streets, Highways and Service Easements Vacation Law, and that any easements needed for the protection of sanitary sewer, storm drain and public utility facilities be allowed to be reserved in the Resolution to Vacate.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. The City Council of the City of Los

Angeles hereby declares its intention to order the vacation of:

1. That portion of Figueroa Street from Harry Bridges Boulevard (formerly B Street) to approximately 430 feet northerly thereof.
2. That portion of John S. Gibson Boulevard from its easterly terminus to approximately 425 feet westerly thereof.
3. That portion of Harry Bridges Boulevard (formerly B Street) from the easterly terminus of John S. Gibson Boulevard to Island Avenue.
4. Mar Vista Avenue, Hawaiian Avenue, King Avenue, Wilmington Boulevard, Gulf Avenue, McDonald Avenue and Bay View Avenue from Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard.
5. Neptune Avenue from Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard and from C Street to the northerly line of the proposed realignment of Harry Bridges Boulevard.
6. Those portions of Lagoon Avenue from approximately 345 feet southerly of Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard and from the northerly line of the proposed realignment of Harry Bridges Boulevard to the proposed southerly terminus of Lagoon Avenue southerly of C Street.
7. That portion of Island Avenue from the northerly line of the proposed realignment of Harry Bridges Boulevard to the proposed southerly terminus of Island Avenue southerly of C Street.
8. Those certain alleys bounded on the east by Lagoon Avenue, bounded on the west by Figueroa Street, bounded on the south by Harry Bridges Boulevard (formerly B Street) and bounded on the north by the southerly line of the proposed realignment of Harry Bridges Boulevard;

and allowing the reservation of any needed easements in the Resolution to Vacate for the protection of sanitary sewer, storm drain, and public utility facilities pursuant to Chapter 5 of said Vacation Law.

For further particulars as to the proposed vacation, reference is hereby made to the map as Map No. VAC-99-1400425 on file in the office of the City Engineer, 634 South Spring Street, Suite 400, Los Angeles, California.

Sec. 2. The hour of 10:00 a.m. of the 14th day of SEPTEMBER, 1999, in the Council Chamber in the City Hall,

Los Angeles, California, be and the same are hereby fixed as the time and place when and where all persons interested in or objecting to the proposed vacation may appear before the City Council and offer evidence in relation thereto.

Sec. 3. The Board of Public Works of the City of Los Angeles is hereby directed to cause Notices of Street Vacation to be posted as required by the "Public Streets, Highways and Service Easements Vacation Law" of the California Streets and Highways Code, and the City Council hereby elects to proceed under the provisions of said Law.

Sec. 4. Pursuant to and in accordance with Section 7.48 of the Los Angeles Administrative Code, if the applicant does not satisfy all conditions required by the City Council within five years of the date for the public hearing set forth in Sec. 2 hereof, all proceedings relating thereto shall be terminated and this ordinance and any order made after said public hearing shall have no future force and effect.

Sec. 5 The City Clerk shall certify to the passage of this ordinance and cause the same to be published in some daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of JUL 16 1999

J. MICHAEL CAREY, City Clerk,

By Conrad Cartan, Deputy.

Approved JUL 30 1999

Mayor.

Approved as to Form and Legality

MAY 11 1999

JAMES HAHN, City Attorney,

By LESLIE R. PINCHUK ~~Deputy~~ Assistant

File No. 92-1394

City Clerk Form 23

ORDINANCE NO.

An Ordinance of the City of Los Angeles declaring the intention of the City Council to order the vacation of:

1. That portion of Figueroa Street from Harry Bridges Boulevard (formerly B Street) to approximately 430 feet northerly thereof.
2. That portion of John S. Gibson Boulevard from its easterly terminus to approximately 425 feet westerly thereof.
3. That portion of Harry Bridges Boulevard (formerly B Street) from the easterly terminus of John S. Gibson Boulevard to Island Avenue.
4. Mar Vista Avenue, Hawaiian Avenue, King Avenue, Wilmington Boulevard, Gulf Avenue, McDonald Avenue and Bay View Avenue from Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard.
5. Neptune Avenue from Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard and from C Street to the northerly line of the proposed realignment of Harry Bridges Boulevard.
6. Those portions of Lagoon Avenue from approximately 345 feet southerly of Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard and from the northerly line of the proposed realignment of Harry Bridges Boulevard to the proposed southerly terminus of Lagoon Avenue southerly of C Street.
7. That portion of Island Avenue from the northerly line of the proposed realignment of Harry Bridges Boulevard to the proposed southerly terminus of Island Avenue southerly of C Street.
8. Those certain alleys bounded on the east by Lagoon Avenue, bounded on the west by Figueroa Street, bounded on the south by Harry Bridges Boulevard (formerly B Street) and bounded on the north by the southerly line of the proposed realignment of Harry Bridges Boulevard;

and electing to proceed under Chapter 3 of the Public Streets, Highways and Service Easements Vacation Law, and that any easements needed for the protection of sanitary sewer, storm drain and public utility facilities be allowed to be reserved in the Resolution to Vacate.

THE PEOPLE OF THE CITY OF LOS ANGELES DO ORDAIN AS FOLLOWS:

Section 1. The City Council of the City of Los

Angeles hereby declares its intention to order the vacation of:

1. That portion of Figueroa Street from Harry Bridges Boulevard (formerly B Street) to approximately 430 feet northerly thereof.
2. That portion of John S. Gibson Boulevard from its easterly terminus to approximately 425 feet westerly thereof.
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8. Those certain alleys bounded on the east by Lagoon Avenue, bounded on the west by Figueroa Street, bounded on the south by Harry Bridges Boulevard (formerly B Street) and bounded on the north by the southerly line of the proposed realignment of Harry Bridges Boulevard;

and allowing the reservation of any needed easements in the Resolution to Vacate for the protection of sanitary sewer, storm drain, and public utility facilities pursuant to Chapter 5 of said Vacation Law.

For further particulars as to the proposed vacation, reference is hereby made to the map as Map No. VAC-99-1400425 on file in the office of the City Engineer, 634 South Spring Street, Suite 400, Los Angeles, California.

Sec. 2. The hour of 10:00 a.m. of the 14th day of September, 1999, in the Council Chamber in the City Hall,

Los Angeles, California, be and the same are hereby fixed as the time and place when and where all persons interested in or objecting to the proposed vacation may appear before the City Council and offer evidence in relation thereto.

Sec. 3. The Board of Public Works of the City of Los Angeles is hereby directed to cause Notices of Street Vacation to be posted as required by the "Public Streets, Highways and Service Easements Vacation Law" of the California Streets and Highways Code, and the City Council hereby elects to proceed under the provisions of said Law.

Sec. 4. Pursuant to and in accordance with Section 7.48 of the Los Angeles Administrative Code, if the applicant does not satisfy all conditions required by the City Council within five years of the date for the public hearing set forth in Sec. 2 hereof, all proceedings relating thereto shall be terminated and this ordinance and any order made after said public hearing shall have no future force and effect.

Sec. 5 .....The City Clerk shall certify to the passage of this ordinance and cause the same to be published in some daily newspaper printed and published in the City of Los Angeles.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of ~~JUL 16 1999~~

J. MICHAEL CAREY, City Clerk,

By _____,
Deputy.

Approved _____

_____,
Mayor.

Approved as to Form and Legality

MAY 11 2000

JAMES HAHN, City Attorney,

By _____
LESLIE R. PINCHUK ~~Deputy~~ Assistant

File No. 92-1394

City Clerk Form 23

COUNCIL VOTE

16-Jul-99 10:54:48 AM, #3

Items for Which Public Hearings Have Not Been Held - Items 3-28
Voting on Item(s):
Roll Call

BERNSON	Yes
CHICK	Yes
FEUER	Yes
GALANTER	Yes
GOLDBERG	Yes
HERNANDEZ	Yes
HOLDEN	Yes
MISCIKOWSKI	Yes
PACHECO	Yes
PADILLA	Yes
RIDLEY-THOMAS	Yes
SVORINICH	Yes
WACHS	Yes
WALTERS	Yes
*FERRARO	Yes

Present: 15, Yes: 15 No: 0

ORDINANCE OF INTENTION

92-1394 - CITY ENGINEER REPORT and ORDINANCE OF INTENTION establishing a
CD 15 date for hearing protests against the proposed street vacations of the B Street and Figueroa Street Vacation District in relation to the Harry Bridges Boulevard Realignment.

Recommendations for Council action:

1. ADOPT the City Engineer report dated May 14, 1999, to approve the accompanying Vacation Map No. VAC-99-1400425.

2. REAFFIRM the FINDINGS of March 23, 1999, that this vacation is in substantial conformance with the General Plan pursuant to Section 96.5(5) Of the City Charter and that the Environmental Impact Report (State Clearinghouse No. 92021075) complies with the California Environmental Quality Act of 1970, the State Guidelines, and the City's Guidelines.

3. PRESENT and ADOPT accompanying ORDINANCE OF INTENTION setting the date of **SEPTEMBER 14, 1999**, as the date for hearing protests against the proposed street vacations of the following public rights-of-way:

   a. Portion of Figueroa Street from Harry Bridges Boulevard to approximately 430 feet northerly thereof.

   b. Portion of John S. Gibson Boulevard from its easterly terminus to approximately 425 feet westerly thereof.

   c. Portion of Harry Bridges Boulevard from the easterly terminus of John S. Gibson Boulevard to Island Avenue.

   d. Mar Vista Avenue, Hawaiian Avenue, King Avenue, Wilmington Boulevard, Gulf Avenue, McDonald Avenue and Bay View Avenue from Harry Bridges Boulevard to the southerly line of the proposed realignment.

   e. Neptune Avenue from Harry Bridges Boulevard to the southerly line of the proposed realignment and from C Street to the northerly line of the proposed realignment.

   f. Those portions of Lagoon Avenue from approximately 345 feet southerly of Harry Bridges Boulevard to the southerly line of the proposed realignment and from the northerly line of the proposed realignment to the proposed southerly terminus of Lagoon Avenue southerly of C Street.

   g. Portion of Island Avenue from the northerly line of the proposed realignment to the proposed southerly terminus of Island Avenue southerly of C Street.

h. Those certain alleys bounded on the east by Lagoon Avenue, bounded on the west by Figueroa Street, bounded on the south by Harry Bridges Boulevard and bounded on the north by the southerly line of the proposed realignment.

ENVIRONMENTAL WORK COMPLETED FOR THIS VACATION

(Ordinance of Intention in Council on July 16, 1999)

cc: City Engineer
Bureau of Engineer,
Development Services Division
Council District 15

CF No. 92-1394
CD 15

ACCELERATED PROCESSING DIRECT TO CITY COUNCIL - "G"

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

CITY ENGINEER REPORT and ORDINANCE OF INTENTION establishing date for hearing protests against the proposed vacations for the B Street and Figueroa Street Vacation District in relation to the Harry Bridges Boulevard Realignment.

Recommendations for Council action:

1. REAFFIRM the FINDINGS of March 23, 1999, that this vacation is in substantial conformance with the General Plan pursuant to Section 96.5(5) Of the City Charter and that the Environmental Impact Report (State Clearinghouse No. 92021075) complies with the California Environmental Quality Act of 1970, the State Guidelines, and the City's Guidelines.

2. APPROVE Map No. VAC-99-1400425.

3. APPROVE the City Engineer report dated May 14, 1999 for the vacation.

4. PRESENT and ADOPT accompanying ORDINANCE OF INTENTION setting the date for hearing protests against the vacation of the following public rights-of-way:

   a. Portion of Figueroa Street from Harry Bridges Boulevard to approximately 430 feet northerly thereof.

   b. Portion of John S. Gibson Boulevard from its easterly terminus to approximately 425 feet westerly thereof.

   c. Portion of Harry Bridges Boulevard from the easterly terminus of John S. Gibson Boulevard to Island Avenue.

   d. Mar Vista Avenue, Hawaiian Avenue, King Avenue, Wilmington Boulevard, Gulf Avenue, McDonald Avenue and Bay View Avenue from Harry Bridges Boulevard to the southerly line of the proposed realignment.

   e. Neptune Avenue from Harry Bridges Boulevard to the southerly line of the proposed realignment and from C Street to the northerly line of the proposed realignment.

   f. Those portions of Lagoon Avenue from approximately 345 feet southerly of Harry Bridges Boulevard to the southerly line of the proposed realignment and from the northerly line of the proposed

realignment to the proposed southerly terminus of Lagoon Avenue southerly of C Street.

g. Portion of Island Avenue from the northerly line of the proposed realignment to the proposed southerly terminus of Island Avenue southerly of C Street.

h. Those certain alleys bounded on the east by Lagoon Avenue, bounded on the west by Figueroa Street, bounded on the south by Harry Bridges Boulevard and bounded on the north by the southerly line of the proposed realignment.

ENVIRONMENTAL WORK COMPLETED FOR THIS PROJECT

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

COUNCIL CALENDAR SECTION PLEASE NOTE:

RETURN COUNCIL FILE TO THE DEVELOPMENT SERVICES DIVISION OF THE BUREAU OF ENGINEERING FOR FURTHER PROCESSING

SEE APPROVAL SHEET FOR FURTHER PROCESSING OF COUNCIL FILE

COUNCIL DATE: JUL 16 1999

RL
7/9/99
#921394

G

PUBLIC WORKS COMMITTEE
SUGGESTED NOTIFICATION OF COUNCIL ACTION

Council File No. 92-1394

[X]	~~Petitioner/Communicant~~	
[X]	Council Member(s) CD 15	
[X]	Board of Public Works	(Mail Stop 465)
[ ]	Bureau of Accounting	(Mail Stop 470)
[ ]	Bureau of Contract Administration	(Mail Stop 480)
[X]	Bureau of Engineering	(Mail Stop 490)
[X]	Bureau of Engineering, Real Estate Division	(Mail Stop 515)
[ ]	Bureau of Sanitation	(Mail Stop 520)
[ ]	Bureau of Street Lighting	(Mail Stop 545)
[ ]	Bureau of Street Maintenance	(Mail Stop 550)
[X]	City Attorney (if ord.)	(Mail Stop 140)
[ ]	Controller	(Mail Stop 183)
[ ]	City Administrative Officer	(Mail Stop 130)
[ ]	Office of the Mayor	(Mail Stop 370)
[X]	Fire ~~Department~~ Comsn.	(Mail Stop 250)
[X]	Bureau of Engr. - Development Serv. Div. Attn.: Glenn Hirano (w/File)	
[X]	Planning CPC	
[X]	DOT - Traffic Div.	
[X]	DWP Comsn.	

COUNCIL FILE NO. 92-1394 COUNCIL DISTRICT NO. 15

APPROVAL FOR ACCELERATED PROCESSING DIRECT TO CITY COUNCIL

The attached Council File may be processed directly to Council pursuant to the procedure approved June 26, 1990, (CF 83-1075-S1) without being referred to the Public Works Committee because the action on the file checked below is deemed to be routine and/or administrative in nature:

___ } A. Future Street Acceptance
___ } B. Quitclaim of Easement(s)
___ } C. Dedication of Easement(s)
___ } D. Release of Restriction(s)
___ } E. Request for Star in Hollywood Walk of Fame
___ } F. Brass Plaque(s) in San Pedro Sports Walk
✓ } G. Resolution to Vacate or Ordinance submitted in response to Council action.
___ } H. Approval of plans/specifications submitted by Los Angeles County Flood Control District.

==========

APPROVAL/DISAPPROVAL FOR ACCELERATED PROCESSING:

	APPROVED	DISAPPROVED*	
✓ 1.		✓	Council Office of the District
✓ 2.			Public Works Committee Chairperson

** DISAPPROVED FILES WILL BE REFERRED TO THE PUBLIC WORKS COMMITTEE*

Please return to Council Index Section, Room 395 City Hall.

==========

City Clerk Processing:

Date N/A notices and report copy mailed to interested parties advising of Council date for this item.

Date JUL 16 1999 scheduled in Council.

==========

AFTER COUNCIL ACTION:

___ } Send copy of adopted report to the Real Estate Division, Bureau of Engineering, for further processing.

✓ } Other Return Council file no. 92-1394 to Development Services Division, 634 S. Spring St., Suite 400

PLEASE DO NOT DETACH THIS APPROVAL SHEET FROM THE COUNCIL FILE

J. MICHAEL CAREY
City Clerk

When making inquiries relative to this matter refer to File No.

92-1394

CITY OF LOS ANGELES
CALIFORNIA

RICHARD J. RIORDAN
MAYOR

Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705

December 8, 1998

TO WHOM IT MAY CONCERN:

The attached report has been scheduled for consideration by the Public Works Committee of the Los Angeles City Council at 2:00 p.m. or shortly thereafter on DEC 14 1998, in Room 316 City Hall, 200 North Main Street, Los Angeles, CA 90021. **PLEASE NOTE THE OLD CITY HALL IS NOW CLOSED FOR EARTHQUAKE RETROFIT AND REHABILITATION.** The new meeting location is in the former City Hall East building.

Rhoda Lukjaniec
Deputy City Clerk
(213) 485-5732

Recyclable and made from recycled waste.

19

PUBLIC WORKS COMMITTEE
Report/~~Communication~~ for Signature

Council File Number 92-1394

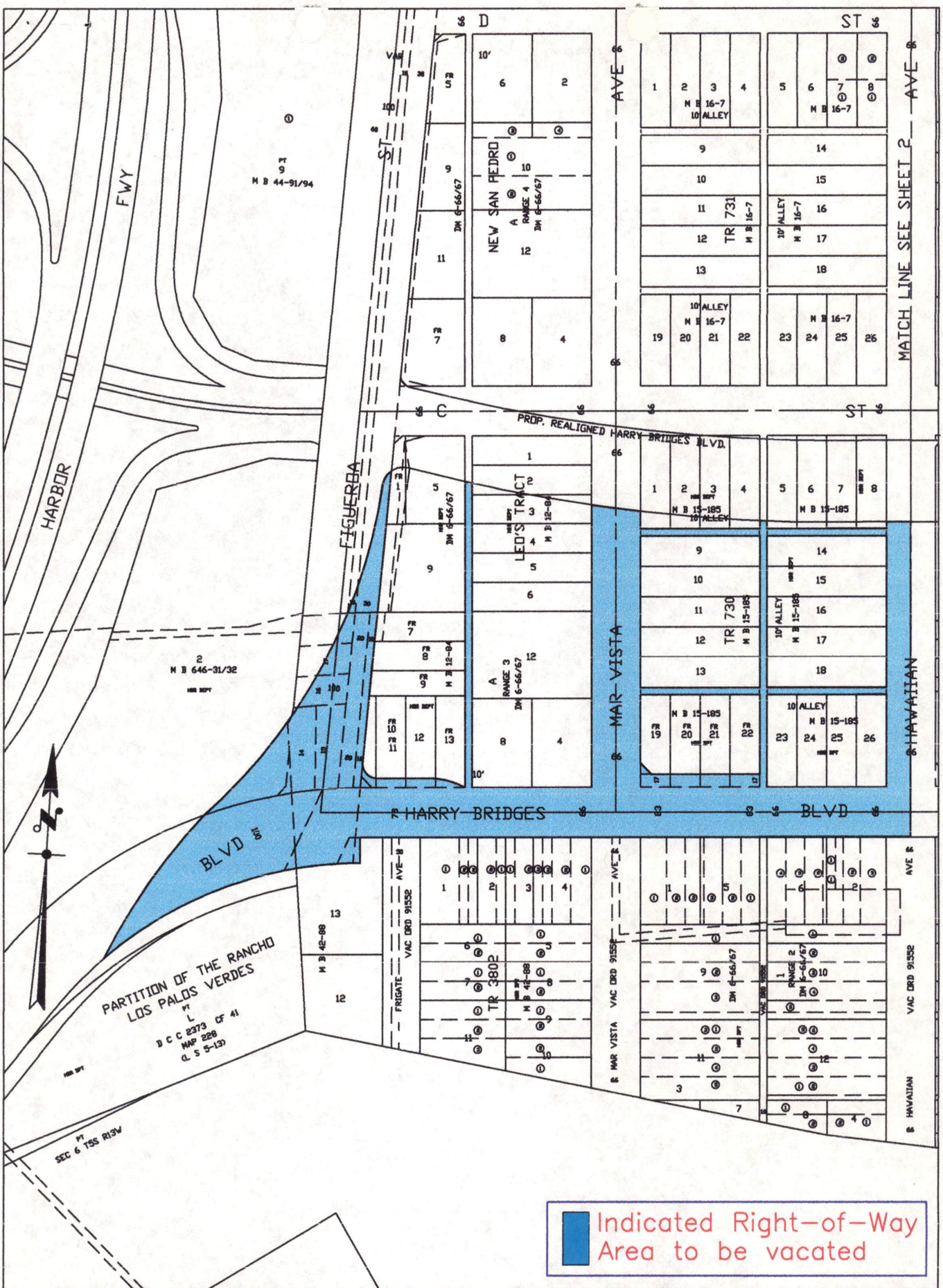
Committee Meeting Date 12/14/98

Council Date 3/23/99

COMMITTEE MEMBER	YES	NO	ABSENT
COUNCILMEMBER WALTERS, Chair	✓		
COUNCILMEMBER CHICK			✓
COUNCILMEMBER MISCIKOWSKI 3/16.	✓		

Remarks B Street & Figueroa St. Vac. District

Rhoda Lukjaniec, Legislative Assistant ♦♦♦ Telephone 485-5732



TITLE: B STREET AND FIGUEROA STREET VACATION DISTRICT.

WORK ORDER NO. VAC- E1400425
COUNCIL FILE NO. 92-1394
COUNCIL DIST. 15 **DIV. INDEX** 304,305
ENGR. DIST. HARBOR **T.G.** 794-D7
DISTRICT MAP 27B201 & 27B205

CITY OF LOS ANGELES
DEPT. OF PUBLIC WORKS
VITALY B. TROYAN
CITY ENGINEER

SHEET 1 OF 4 SHEETS

MAP NO. VAC-99-1400425

SHEET 1 OF 4 SHEETS

MAP NO. VAC-89-1400452

DISTRICT MAP 558501 & 558502

ENGR. DIST. HARBOR T.C. 284-01

COUNCIL DIST. 15 DIV. INDEX 304/305

COUNCIL FILE NO. 85-1284

WORK ORDER NO. VAC- E1400452

CITY ENGINEER

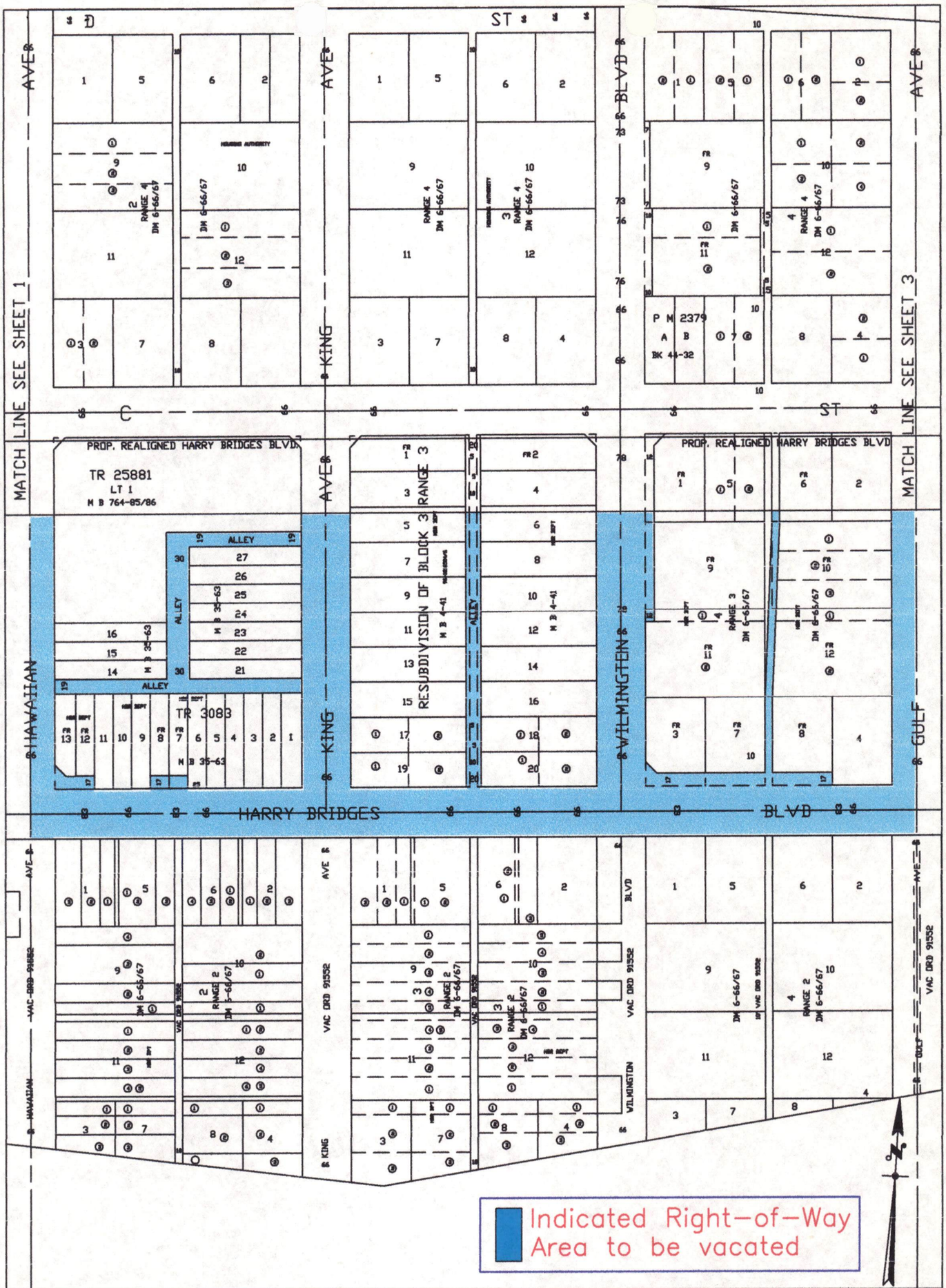
VACATED

DEPT. OF PUBLIC WORKS

CITY OF LOS ANGELES

TITLE: B STREET AND HONEPOA STREET VACATION DISTRICT

Area to be vacated
Indicated Right-of-Way



TITLE: B STREET AND FIGUEROA STREET VACATION DISTRICT.

WORK ORDER NO. VAC- E1400425
COUNCIL FILE NO. 92-1394
COUNCIL DIST. 15 **DIV. INDEX** 304, 305
ENGR. DIST. HARBOR **T.G.** 794-D7
DISTRICT MAP 027B205 & 027B201

CITY OF LOS ANGELES
DEPT. OF PUBLIC WORKS
VITALY B. TROYAN
CITY ENGINEER

SHEET 2 OF 4 SHEETS

MAP NO. VAC-99-1400425

SHEET 2 OF 4 SHEETS

MAP NO. VAC-89-14004S2

DISTRICT MAP 052B502 & 052B501

ENGR. DIST. HARBOR J.C. 754-01

COUNCIL DIST. 15 DIA. INDEX 304, 305

COUNCIL FILE NO. 89-1754

WORK ORDER NO. VAC- E14004S2

CITY ENGINEER

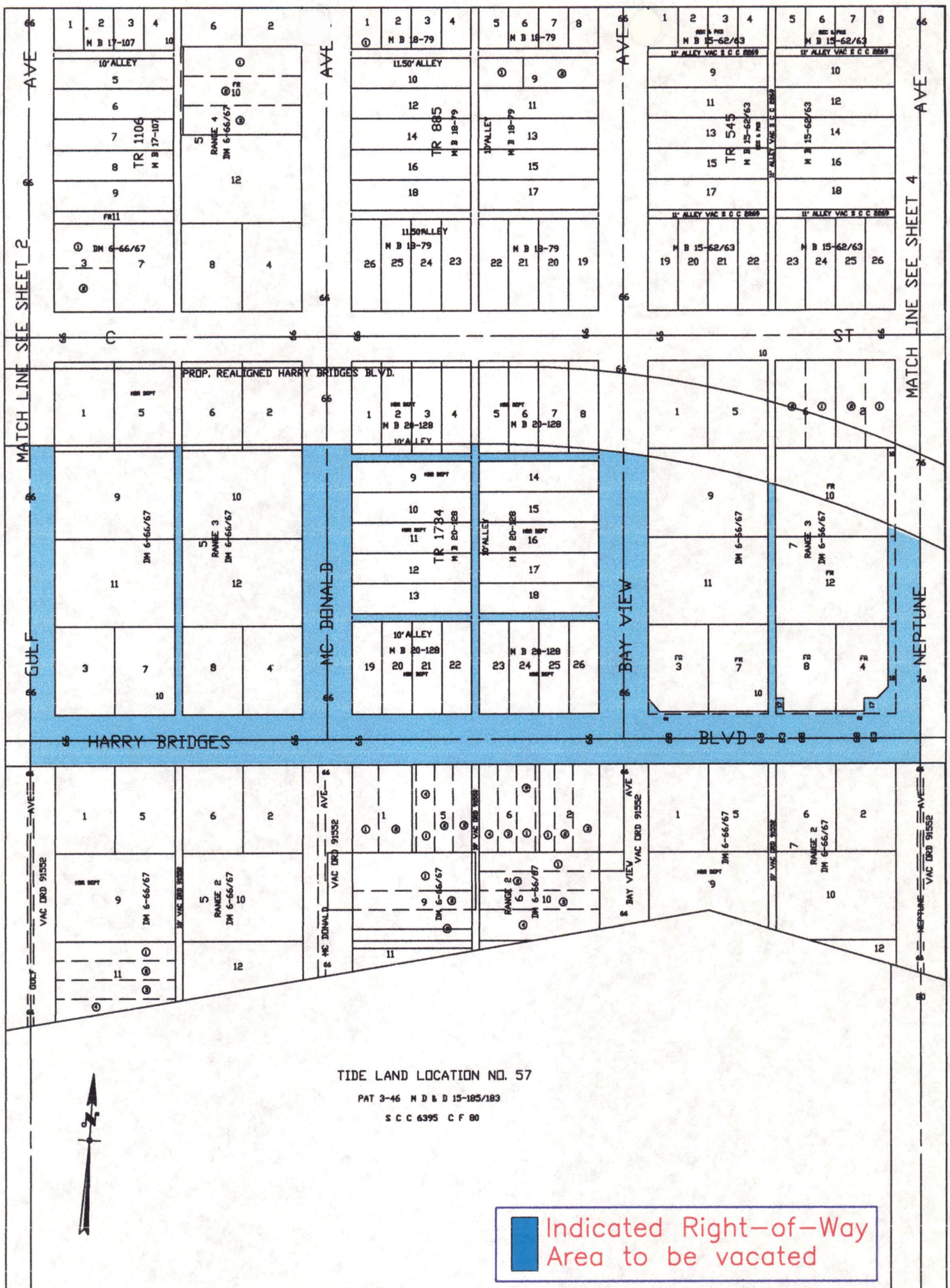
VITALY B. TROYAN

DEPT. OF PUBLIC WORKS

CITY OF LOS ANGELES

TITLE: B STREET AND FIGUEROA STREET VACATION DISTRICT

Area to be vacated
Indicated Right-of-Way



TITLE: B STREET AND FIGUEROA STREET VACATION DISTRICT.

WORK ORDER NO. VAC- E1400425
COUNCIL FILE NO. 92-1394
COUNCIL DIST. 15 **DIV. INDEX** 304, 305
ENGR. DIST. HARBOR **T.G.** 794-D7
DISTRICT MAP 027B205 & 027B201

CITY OF LOS ANGELES
DEPT. OF PUBLIC WORKS
VITALY B. TROYAN
CITY ENGINEER

SHEET 3 OF 4 SHEETS

MAP NO. VAC-99-1400425

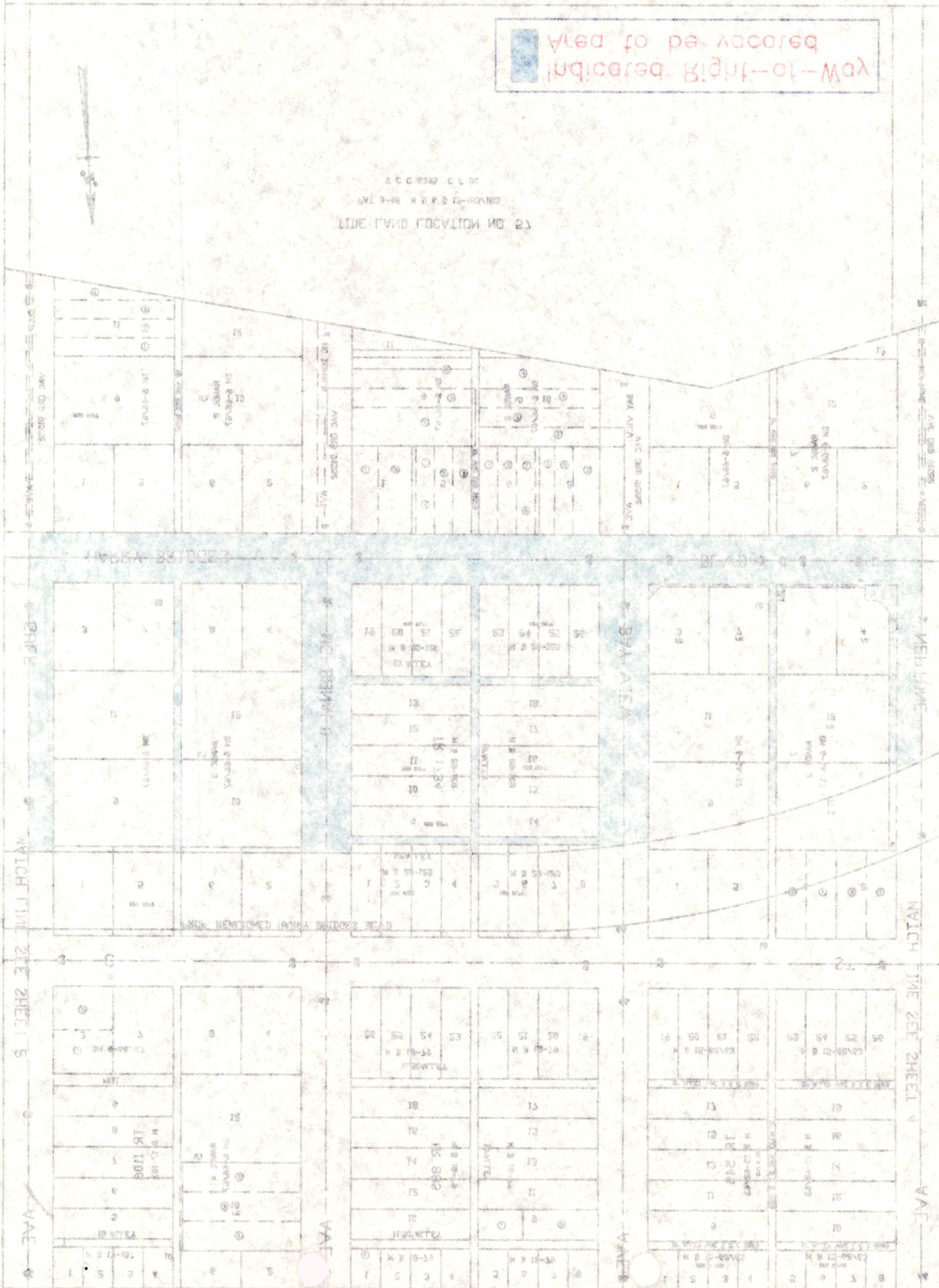
MAP NO. VAC-09-1400425

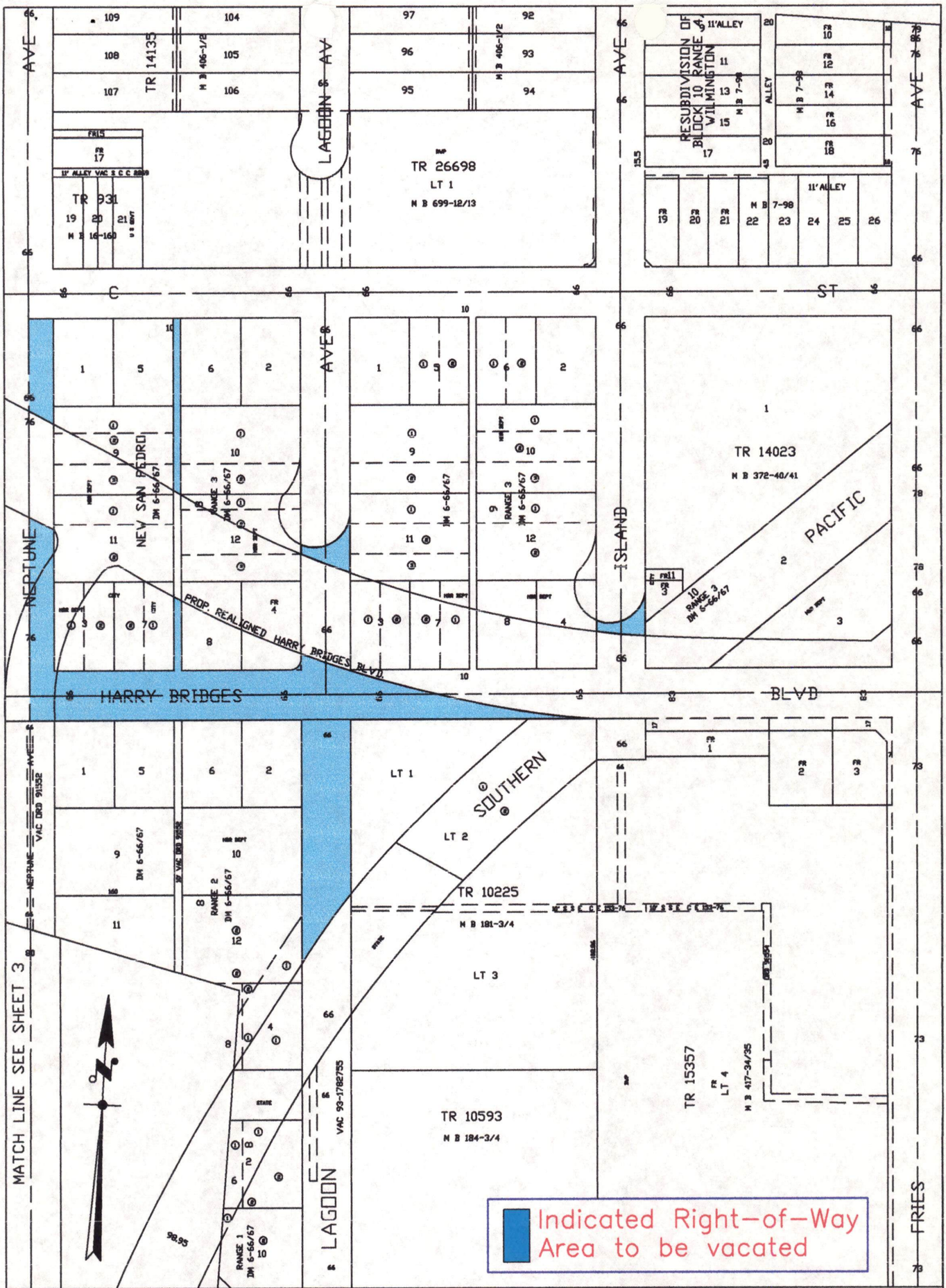
DISTRICT MAP 027B205 & 027B201
ENGR. DIST. HARBOR T.G. 794-D7
COUNCIL DIST. 15 DIV. INDEX 304, 305
COUNCIL FILE NO. 92-1394
WORK ORDER NO. VAC- E1400425

CITY ENGINEER
VITALY B. TROYAN

DEPT. OF PUBLIC WORKS
CITY OF LOS ANGELES

TITLE: B STREET AND FIGUEROA STREET VACATION DISTRICT





TITLE: B STREET AND FIGUEROA STREET VACATION DISTRICT.

WORK ORDER NO. VAC- E1400425
COUNCIL FILE NO. 92-1394
COUNCIL DIST. 15 **DIV. INDEX** 304, 305
ENGR. DIST. HARBOR **T.G.** 794-D7
DISTRICT MAP 27B201 & 27B205

CITY OF LOS ANGELES
DEPT. OF PUBLIC WORKS
VITALY B. TROYAN
CITY ENGINEER

SHEET 4 OF 4 SHEETS

MAP NO. VAC-99-1400425

TITLE: B STREET AND FIGUEROA STREET VACATION DISTRICT.

WORK ORDER NO. VAC- E1400425
COUNCIL FILE NO. 92-1394
COUNCIL DIST. 15 DIV. INDEX 304, 305
ENGR. DIST. HARBOR T.G. 794-D7
DISTRICT MAP 27B201 & 27B205

CITY OF LOS ANGELES
DEPT. OF PUBLIC WORKS

VITALY B. TROYAN
CITY ENGINEER

MAP NO. VAC-99-1400425

SHEET 4 OF 4 SHEETS

J. MICHAEL CAREY
City Clerk

When making inquiries relative to this matter refer to File No.

CITY OF LOS ANGELES
CALIFORNIA

Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705

RICHARD J. RIORDAN
MAYOR

92-1394

PLACE IN FILES
MAR 29 1999
DEPUTY

CD 15

March 24, 1999

Harbor Department
Bureau of Engineering
Bureau of Street Lighting
Fire Department

Council Member Svorinich
Bureau of Sanitation
Bureau of Street Maintenance
Police Department

RE: VACATION PROCEEDINGS FOR THE B STREET AND FIGUEROA STREET VACATION DISTRICT IN RELATION TO THE HARRY BRIDGES BOULEVARD REALIGNMENT

At the meeting of the Council held March 23, 1999, the following action was taken:

Attached report adopted	X
Attached motion () adopted	
Attached resolution adopted ()	
Mayor concurred	
FORTHWITH	
Ordinance adopted	
Motion adopted to approve attached report	
Motion adopted to approve communication	
To the Mayor FORTHWITH	
Mayor approved	
Mayor failed to act - deemed approved	
Findings adopted	X
FEIR certified	X

J. Michael Carey

City Clerk
aff
steno\921394

FF
S
RL 3/29/99

AN EQUAL EMPLOYMENT OPPORTUNITY – AFFIRMATIVE ACTION EMPLOYER

Recyclable and made from recycled waste.

File No. 92-1394

TO THE COUNCIL OF THE CITY OF LOS ANGELES

Your PUBLIC WORKS Committee

reports as follows:

	Yes	No
Public Comments:	XXX	

FINAL ENVIRONMENTAL IMPACT REPORT and PUBLIC WORKS COMMITTEE REPORT relative to vacation proceedings for the B Street and Figueroa Street Vacation District in relation to the Harry Bridges Boulevard Realignment.

Recommendations for Council action:

1. CERTIFY that the Environmental Impact Report (State Clearinghouse No. 92021075) has been completed in compliance with the California Environmental Quality Act, the State Guidelines and the City Guidelines and that the City Council has reviewed the information contained therein and considered it along with other factors related to this project; that this determination reflects the independent judgment of the lead agency City of Los Angeles; and that the documents constituting the record of proceedings in this matter are located in Council File 92-1394 in the custody of the City Clerk and in the files of the Department of City Planning in the custody of the Environmental Review Section.

2. FIND this vacation is in substantial conformance with the General Plan pursuant to Section 96.5(5) of the City Charter; DETERMINE that the vacation area is not needed for nonmotorized transportation facilities in conformance with Section 2381 of the California Streets and Highways Code.

3. ADOPT the City Engineer report dated February 22, 1996, that street vacation proceedings be instituted for the vacation of the public rights-of-way indicated below and shown colored blue on Exhibit B attached to the Council File:

   a. Portion of Figueroa Street from Harry Bridges Boulevard to approximately 430 feet northerly thereof.

   b. Portion of John S. Gibson Boulevard from its easterly terminus to approximately 425 feet westerly thereof.

   c. Portion of Harry Bridges Boulevard from the easterly terminus of John S. Gibson Boulevard to Island Avenue.

   d. Mar Vista Avenue, Hawaiian Avenue, King Avenue, Wilmington Boulevard, Gulf Avenue, McDonald Avenue and Bay View Avenue from Harry Bridges Boulevard to the southerly line of the proposed realignment.

e. Neptune Avenue from Harry Bridges Boulevard to the southerly line of the proposed realignment and from C Street to the northerly line of the proposed realignment.

f. Those portions of Lagoon Avenue from approximately 345 feet southerly of Harry Bridges Boulevard to the southerly line of the proposed realignment and from the northerly line of the proposed realignment to the proposed southerly terminus of Lagoon Avenue southerly of C Street.

g. Portion of Island Avenue from the northerly line of the proposed realignment to the proposed southerly terminus of Island Avenue southerly of C Street.

h. Those certain alleys bounded on the east by Lagoon Avenue, bounded on the west by Figueroa Street, bounded on the south by Harry Bridges Boulevard and bounded on the north by the southerly line of the proposed realignment.

Fiscal Impact Statement: None provided by the City Engineer. Neither the City Administrative Officer nor the Chief Legislative Analyst has prepared a financial analysis of this report.

SUMMARY

The Harbor Department, owner of the properties shown outlined in yellow on Exhibit B attached to the Council File, is requesting vacation of the public street and alley areas shown colored blue on said map. The Harbor Department plans to utilize the vacation area for the Harry Bridges Boulevard Realignment.

The Harry Bridges Boulevard Realignment results from a Wilmington Community Task Force proposal which was considered by the City Planning Department in preparing the Wilmington-Harbor City District Plan.

This vacation is in substantial conformance with the General Plan as determined by the City Planning Director on May 20, 1993, under City Plan Case No. 93-0192 PWA.

At its meeting of December 14, 1998, the Public Works Committee approved the matter and now forwards it to Council for consideration.

Respectfully submitted,

PUBLIC WORKS COMMITTEE

Rita Walters

Cindy Miscikowski

RL
1/4/99
#921394
CD 15

Rept.
ADOPTED
MAR 23 1999
LOS ANGELES CITY COUNCIL
EIR Certified -
Finding Adopted

File No. 92-1394

TO THE COUNCIL OF THE CITY OF LOS ANGELES

Your PUBLIC WORKS Committee

reports as follows:

	Yes	No
Public Comments:	XXX	

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Respectfully submitted,

PUBLIC WORKS COMMITTEE

Rita Walters

Cindy Miscikowski

RL
1/4/99
#921394
CD 15

Rept.
ADOPTED
MAR 23 1999
LOS ANGELES CITY COUNCIL
FEIR Certified-
Findings Adopted

COUNCIL VOTE

23-Mar-99 10:31:34 AM, #2

Items for Which Public Hearings Have Been Held - Items 9-20
Voting on Item(s): 9-19
Roll Call

ALATORRE	Yes
BERNSON	Yes
CHICK	Yes
FEUER	Yes
GALANTER	Absent
GOLDBERG	Yes
HERNANDEZ	Yes
HOLDEN	Absent
MISCIKOWSKI	Yes
RIDLEY-THOMAS	Yes
SVORINICH	Absent
WACHS	Yes
WALTERS	Yes
*FERRARO	Yes
	Absent

Present: 11, Yes: 11 No: 0

PUBLIC WORKS COMMITTEE
SUGGESTED NOTIFICATION OF COUNCIL ACTION

Council File No. 92-1394

- [x] Petitioner/Communicant Harbor Dept
- [x] Council Member(s) CD 15
- [ ] Board of Public Works (Mail Stop 465)
- [ ] Bureau of Accounting (Mail Stop 470)
- [ ] Bureau of Contract Administration (Mail Stop 480)
- [x] Bureau of Engineering (Mail Stop 490)
- [ ] Bureau of Engineering, Real Estate Division (Mail Stop 515)
- [x] Bureau of Sanitation (Mail Stop 520)
- [x] Bureau of Street Lighting (Mail Stop 545)
- [x] Bureau of Street Maintenance (Mail Stop 550)
- [ ] City Attorney (Mail Stop 140)
- [ ] Controller (Mail Stop 183)
- [ ] City Administrative Officer (Mail Stop 130)
- [ ] Office of the Mayor (Mail Stop 370)
- [x] Fire Department (Mail Stop 250)
- [x] Police
- [ ] _____
- [ ] _____
- [ ] _____

COUNTY CLERK'S USE

CITY OF LOS ANGELES

CALIFORNIA ENVIRONMENTAL QUALITY ACT

CITY CLERK'S USE

NOTICE OF DETERMINATION

(Article V, Section 7; Article VI, Section 11
City CEQA Guidelines)

Public Resources Code Section 21152(a) requires local agencies to submit this information to the County Clerk. The filing of the notice starts a 30-day statute of limitations on court challenges to the approval of the project pursuant to Public Resources Code Section 21167. Failure to file the notice results in the statute of limitations being extended to 180 days.

LEAD CITY AGENCY AND ADDRESS (Bldg, Street, City, State)	COUNCIL DISTRICT
Bureau of Engineering 634 S. Spring Street, Suite 400 Los Angeles, CA 90014	15

PROJECT TITLE (INCLUDING ITS COMMON NAME, IF ANY)	CASE NO.
B Street and Figueroa Street Vacation District	VAC-E1400425

PROJECT DESCRIPTION AND LOCATION

Street vacation proceedings for portions of various streets and alleys between Figueroa Street and Island Avenue including Harry Bridges Boulevard (formerly B Street)

CONTACT PERSON	STATE CLEARING HOUSE NUMBER	TELEPHONE NUMBER
Desmond Lew		(213) 485-5368

This is to advise that on _____ the _____ of the City of Los Angeles has approved the above described project and has made the following determinations:

SIGNIFICANT EFFECT	☒ Project **will** have a significant effect on the environment. ☐ Project **will not** have a significant effect on the environment.
MITIGATION MEASURES	☒ Mitigation measures **were** made a condition of project approval. ☐ Mitigation measures **were not** made a condition of project approval.
OVERRIDING CONSIDERATION	☐ Statement of Overriding Considerations **was** adopted. ☐ Statement of Overriding Considerations **was not** adopted. ☒ Statement of Overriding Considerations **was not** required.
ENVIRONMENTAL IMPACT REPORT	☒ An Environment Impact Report **was** prepared for project and may be examined at the Office of the City Clerk.* ☐ An Environmental Impact Report **was not** prepared for the project.
NEGATIVE DECLARATION	☐ A Negative Declaration or Mitigated Negative Declaration **was** prepared for the project and may be examined at the Office of the City Clerk.* ☒ A Negative Declaration or Mitigated Negative Declaration **was not** prepared for the project.

SIGNATURE	TITLE	DATE OF PREPARATION
Desmond Lew	Civil Engineer	February 6, 1996

DISTRIBUTION:
Part 1 — County Clerk
Part 2 — City Clerk
Part 3 — Agency Record
Part 4 — Resp. State Agency (if any)

* **OFFICE OF THE CITY CLERK**
Room 395, City Hall
200 N. Main Street
Los Angeles, California 90012

Form Gen. 156 (Rev. 6-83) (Appendix D)

92-1394

Office of the City Engineer

Los Angeles, California

To the Public Works Committee

Of the Honorable Council

Of the City of Los Angeles

FEB 22 1996

Honorable Members:

C. D. No. 15

SUBJECT:

B Street and Figueroa Street Vacation District - Vacation Request VAC-E1400425 - Council File No. 92-1394

RECOMMENDATIONS:

A. That street vacation proceedings pursuant to the Public Streets, Highways and Service Easements Vacation Law be instituted for the vacation of the public rights-of-way indicated below and shown colored blue on the attached Exhibit "B":

1. That portion of Figueroa Street from Harry Bridges Boulevard (formerly B Street) to approximately 430 feet northerly thereof.

2. That portion of John S. Gibson Boulevard from its easterly terminus to approximately 425 feet westerly thereof.

3. That portion of Harry Bridges Boulevard (formerly B Street) from the easterly terminus of John S. Gibson Boulevard to Island Avenue.

4. Mar Vista Avenue, Hawaiian Avenue, King Avenue, Wilmington Boulevard, Gulf Avenue, McDonald Avenue and Bay View Avenue from Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard.

5. Neptune Avenue from Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard and from C Street to the northerly line of the proposed realignment of Harry Bridges Boulevard.

6. Those portions of Lagoon Avenue from approximately 345 feet southerly of Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridge Boulevard and from the northerly line of the proposed realignment of Harry Bridges Boulevard to the proposed southerly terminus of Lagoon Avenue southerly of C Street.

7. That portion of Island Avenue from the northerly line of the proposed realignment of Harry Bridges Boulevard to the proposed southerly terminus of Island Avenue southerly of C Street.

8. Those certain alleys bounded on the east by Lagoon Avenue, bounded on the west by Figueroa Street, bounded on the south by Harry Bridges Boulevard (formerly B Street) and bounded on the north by the southerly line of the proposed realignment of Harry Bridges Boulevard.

B. That this vacation be subject to the Council's determination to be made at the Public Hearing to be held pursuant to this Vacation Law and to be scheduled under the Ordinance of Intention.

C. That the Conditions specified in this report be established as the requirements to be complied with by the petitioner for this vacation.

D. That any easements or rights needed for the protection of public utility facilities to remain in place be provided by the petitioner to the affected agency by separate documents, but that such easements be allowed to be reserved from the vacation upon the submittal of an alignment from the agency.

E. That an easement for sanitary sewer and storm drain purposes be reserved from the vacation for the protection of the existing facilities, unless satisfactory arrangements are made for their removal, relocation or abandonment.

F. That the Council find and certify the following for this vacation:

1. That it has reviewed and considered the information contained in the attached Final Environmental Impact Report prepared by the Los Angeles Harbor Department.

2. That it has been completed in compliance with the California Environmental Quality Act of 1970, and the State and City Guidelines.

3. That conditions have been required which mitigate the significant environmental effects as identified in the Final Environmental Impact Report.

G. That, in conformance with Section 96.5(5) of the City Charter, the Council make the findings that the vacation is in substantial conformance with the General Plan.

H. That, in conformance with Section 2381 of the California Streets and Highways Code, the Council determine that the vacation area is not needed for nonmotorized transportation facilities.

I. That the vacation be permitted to be completed through the merger and resubdivision process by the recording of a new tract map.

J. That the payment of the processing fees for the vacation proceedings be waived.

K. That the City Engineer be instructed to present an Ordinance of Intention for this vacation when the procedural requirements for such presentation have been satisfied.

L. That the Resolution to Vacate be presented after the conclusion of the Public Hearing and Council's instruction to proceed with this vacation and upon compliance with the conditions established for this vacation.

M. That the petitioner be hereby notified that the vacation eliminates public easements, and no findings are officially made as to the underlying fee interest in the vacation areas.

N. That notification of the time and place of the Public Works Committee meeting to consider this request be sent to:

1. City of Los Angeles, Harbor Department
Attn: Property Management
P.O. Box 151
San Pedro, CA 90733-0151

2. Dean C. Virden
1749 Calzada Ave.
Santa Ynez, CA 93460

3. Tore Wessell-Daae
P.O. Box 1487
San Pedro, CA 90733

4. Lee & Marvis Thorpe
2430 Torrance Blvd.
Torrance, CA 90501

5. Daniel Schmid
c/o Rolling Hills Investment
2430 Torrance Blvd.
Torrance, CA 90501

6. Ruben & Antonia Fernandez
1222 W. C St.
Wilmington, CA 90744

7. Maurice A. Rosenfeld
9171 Wilshire Blvd.
Beverly Hills, CA 90210

8. Margarito B. & Corraine M. Ibarra
1226 W. C St.
Wilmington, CA 90744

9. Roseann De Luca
624 W. 9th St.
San Pedro, CA 90731

10. Gordon S. & Ellie M. Cooney
214 Hawaiian Ave.
Wilmington, CA 90744

11. Lewis W. & Adelaide B. Teel
5255 Village Rd.
Long Beach, CA 90808

12. 214 Associates
c/o Cunico Corporation
214 N. Hawaiian Ave.
Wilmington, CA 90748

13. Raul S. & Sylvia Cardona
23 Hitching Post Dr.
Rolling Hills Estates, CA 90274

14. Ralph J. & Janet M. Wagoner
12111 Silver Fox Rd.
Los Alamitos, CA 90720

15. Man Choon & Jin Sim Lee
1905 Via Solano
Lomita, CA 90717

16. Sam J. & Rose De Luca
624 W. 9th St.
San Pedro, CA 90731

17. State Fish Co., Inc.
2194 Signal Pl.
San Pedro, CA 90731

18. James R. & Ruth C. Maier
26757 Westvale Rd.
Palos Verdes Peninsula, CA 90274

19. Marine Clerks Memorial Associates, Inc.
707 C St.
Wilmington, CA 90744

20. Jay Ruiz
232 McDonald Ave.
Wilmington, CA 90744

21. Exxon Corporation
P.O. Box 53
Houston, TX 77001

22. Robert R. Henrich
29 Calypso Shores Bell Martin Keys
Novato, CA 94947

23. Sam & Anna Collura
10796 Creek Rd.
Ojai, CA 93023

24. Joseph H. Juge
221 Bayview Ave.
Wilmington, CA 90744

25. Southern Pacific Transportation Co.
1200 Corporate Center Dr., Ste. 100
Monterey Park, CA 91754-7605

26. Michael P. Burke
28 Hammond
Irvine, CA 92718

27. City of Los Angeles, Department of Water & Power
111 N. Hope St.
Los Angeles, CA 90012
Attn: Real Estate Division

28. John L. Meek Construction Co.
1032 W. C St.
Wilmington, CA 90744

29. Dichter Lumber Sales, Inc.
242 S. Robertson Blvd.
Beverly Hills, CA 90211

30. Wilmington Associates
607 W. B St.
Wilmington, CA 90744

31. Gordon & Rose L. Harpur
502 W. C St.
Wilmington, CA 90744

32. Kay Luke Family Trust
2128 San Francisco Ave.
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41. Maurice A. & Betty C. Rosenfeld
1246 S. La Cienega Blvd.
Los Angeles, CA 90035

42. William B. & Geraldine G. Rosenfeld
1246 S. La Cienega Blvd.
Los Angeles, CA 90035

CONDITIONS:

1. That a tract map be filed and completed for recordation to absorb the areas to be vacated, to consolidate the existing lots,and to provide for any necessary dedications and improvements.

2. That all dedications and improvements required for the Harry Bridges Boulevard (formerly B Street) realignment project be completed or guaranteed before approval of the vacation.

3. That in accordance with the Wilmington-Harbor District Plan, the following improvements be constructed prior to the expansion of the container terminal Berth 136-139 to C Street in a manner satisfactory to the City Engineer and the Department of City Planning:

   (a) That the northerly portion of C Street from the Harbor Freeway to Broad Avenue be developed as a collector street exclusively for community use with one traffic lane in each direction and a parking lane on the community side.

   (b) That a new east-west major highway for industrial traffic be constructed south of the above-mentioned collector street to replace the existing Harry Bridges Boulevard (formerly B Street) alignment.

(c) That a 20-foot wide landscaped noise buffer be constructed between C Street and the proposed realignment of Harry Bridges Boulevard in order to separate residential traffic from industrial traffic, minimize noise and improve the aesthetics of the area.

(d) That a bikeway be developed parallel to C Street from Figueroa Street to Neptune Avenue and diagonally from Neptune Avenue to Fries Avenue as identified on the District Plan. The precise alignment of the bikeway shall be determined by the Department of Transportation.

(e) That the Harbor Freeway ramp at C Street be reconfigured to link with the proposed realignment of Harry Bridges Boulevard in order to handle traffic movements more efficiently and safely and divert industrial traffic away from the community.

4. That arrangements be made with the Department of Water and Power, Southern California Gas Company, Mobil Oil Corporation, Wickland Oil, Fletcher Oil, GATX Tank Storage Terminals Corporation and Pacific Bell for the removal of affected facilities or the providing of easements or rights for protection of affected facilities to remain in place.

5. That satisfactory arrangements be made with the City Engineer for the relocation or abandonment of the existing sewer and storm drain facilities located within the areas to be vacated, unless easements are reserved from the vacation for their protection.

6. That an agreement be recorded satisfactory to the Bureau of Engineering to hold the areas to be vacated and the adjoining properties under the same ownership, to remain effective until such time as a new subdivision map is recorded over said areas, a parcel map exemption is permitted or until released by authority of the City of Los Angeles.

7. That plot plans be submitted to the Fire Department for their review and approval.

8. That street lighting facilities be installed as may be required by the Bureau of Street Lighting.

9. That street trees be planted and tree well covers be installed as may be required by the Street Tree Division of the Bureau of Street Maintenance.

TRANSMITTAL:

1. Council File No. 92-1394, with application dated July 22, 1992, from the Harbor Department, City of Los Angeles.

2. Notice of Determination.

3. Final Environmental Impact Report.

DISCUSSION:

Request: The Harbor Department, owner of the properties shown outlined in yellow on Exhibit "B", is requesting the vacation of the public street and alley areas shown colored blue.

Zoning and Land Use: The properties adjoining the vacation areas and lying northerly of Harry Bridges Boulevard (formerly B Street) are zoned M2-1VL-0 while the properties lying southerly of Harry Bridges Boulevard (formerly B Street are zoned (Q)M3-1. These properties are developed with warehouses, light manufacturing and industrial buildings. The properties lying northerly of C Street are developed with single-family dwellings and multiple dwelling units. There is also a Department of Water & Power building with a parking lot, a playground area and a service station.

Description of Areas to be Vacated: The areas sought to be vacated are the following streets and alleys. John S. Gibson Boulevard at its terminus with Figueroa Street. John S. Gibson Boulevard is an improved major highway dedicated 100 feet in width with a 56-foot wide roadway. Figueroa Street is an improved major highway dedicated 100 feet in width with, a 74-foot wide roadway. Harry Bridges Boulevard (formerly B Street) is a partially improved major highway dedicated 66 feet and 83 feet in width with a 54-foot wide roadway and no sidewalks. Wilmington Boulevard is an improved secondary highway dedicated 66 feet and 78 feet in width with a 56-foot wide roadway. Neptune Avenue is an improved secondary highway dedicated 66 feet and 76 feet in width with a 56-foot wide roadway. Mar Vista Avenue, Hawaiian Avenue, Bay View Avenue and Gulf Avenue are all improved local streets dedicated 66 feet in width with 42-foot wide roadways. King Avenue is an improved local street dedicated 66 feet in width with a 44-foot wide roadway. McDonald Avenue is an improved local street dedicated 66 feet in width with a 50-foot wide roadway. Lagoon Avenue and Island Avenue are both local streets dedicated 66 feet in width and both have 56-foot wide roadways. Those east-west and north-south alleys southerly of C Street between Figueroa Street and Hawaiian Avenue are all improved concrete paved alleys dedicated 10 feet in width. The east-west alley and the east-west portion of the L-shaped alley

southerly of C Street between Hawaiian Avenue and King Avenue are both improved concrete paved alleys dedicated 19 feet wide while the north-south portion is dedicated 30 feet in width. Those north-south alleys southerly of C Street between King Avenue and McDonald Avenue are all un-improved alleys. Those east-west and north-south alleys southerly of C Street between McDonald Avenue and Lagoon Avenue are all improved concrete paved alleys dedicated 10 feet in width.

Adjoining Street and Alley: C Street is an improved local street dedicated 66 feet in width with a 42-foot wide roadway. The north-south alley southerly of C Street between Lagoon Avenue and Island Avenue is a concrete paved alley dedicated 10 feet in width.

Effects of Vacation on Circulation and Access: The streets and public alleys proposed to be vacated are not needed for vehicular circulation or access due to the proposed realignment of Harry Bridges Boulevard (formerly B Street) and Figueroa Street. The streets and alleys are also not needed for the use of pedestrians, bicyclists or equestrians.

Reversionary Interest: The street and alley easements over the vacation areas appear to have been dedicated by the map of New San Pedro Subdivision. Upon vacation, the fee title interest of the vacation area should revert to the adjoining owners to the street and alley centerlines.

These determinations are based upon the records in the Office of the City Engineer, and no official declaration of the underlying fee interest of the vacation areas are being made as to title or reversionary interest.

Dedications and Improvements: It will be necessary that the petitioner provides for the dedications and improvements as outlined under Conditions.

Sewers and Storm Drains: There are existing sewer and storm drain facilities within the areas proposed to be vacated.

Public Utilities: The Department of Water and Power, Southern California Gas Company, Mobil Oil Corporation, Wickland Oil, Fletcher Oil, GATX Tank Storage Terminals Corporation, and Pacific Bell maintain facilities in the areas proposed to be vacated.

Tract Map: To absorb the areas being vacated, to provide for any necessary dedications and improvements, and to consolidate the existing lots, it will be necessary that the petitioner files and completes a new tract map for recordation.

City Department of Transportation: The Department of Transportation states that based on traffic considerations, the vacation is not opposed if through the requirement of a tract map or by other means, provisions are made for (1) a vehicular turn-around at the northerly end of the vacated area for both Island Avenue and Lagoon Avenue per City's standard cul-de-sac dimensions, (2) lot consolidation, (3) driveway and access approval by the Department of Transportation, and (4) any additional dedications necessary to bring all adjacent streets into conformance with the City's standard street dimensions.

City Fire Department: The Fire Department states that the subject property has been investigated and recommends the following:

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

2. That 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.

3. That fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

4. That access for Fire Department apparatus and personnel to and into all structures shall be required.

5. That plot plans be submitted showing the access road and the turning area for Fire Department approval.

6. That adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after Fire Department review of the plot plan.

State Department of Transportation: The California Department of Transportation (CALTRANS) states that the proposed vacation has no direct impact on State right-of-way. However, the indicated realignment of John S. Gibson Boulevard and Harry Bridges Boulevard (formerly B Street) could necessitate a minor right-of-way adjustment in the southwest quadrant. Also, with the re-alignment of John S. Gibson Boulevard, the right turn curb return on the northbound C Street off-ramp at Figueroa Street will have

to be remodeled to accommodate turning trucks.

Department of City Planning: The Director of Planning, on May 20, 1993, under City Plan Case No. 93-0192 PWA, recommended that the vacation be approved, with the following recommendations:

1. That in accordance with the Wilmington-Harbor City District Plan, the following conditions be imposed prior to the expansion of the container terminal at Berths 136-139 to C Street:

   a. That the northerly portion of C Street from the Harbor Freeway to Broad Avenue be developed as a collector street exclusively for community use with one traffic lane in each direction and a parking lane on the community side.

   b. That a new east-west major highway for industrial traffic be constructed south of the above-mentioned collector street to replace the existing Harry Bridges Boulevard (formerly B Street) alignment.

   c. That a 20-foot wide landscaped noise buffer be constructed between the two above-mentioned streets in order to separate residential from industrial traffic, to minimize noise, and to improve the aesthetics of the area.

   d. That a bikeway be developed parallel to C Street from Figueroa Street to Neptune Avenue and diagonally from Neptune Avenue to Fries Avenue as identified on the District Plan. The precise alignment of the bikeway shall be determined by the Department of Transportation.

   e. That the Harbor Freeway ramp at C Street be reconfigured to link with the proposed new highway alignment in order to handle traffic movements more efficiently and safely and divert industrial traffic away from the community.

Conclusion: The vacation of the public street and alley areas as shown colored blue on attached Exhibit "B" could be conditionally approved based upon the following:

1. They are unnecessary for present or prospective public use.

2. They are not needed for vehicular circulation or access.

3. They are not needed for nonmotorized transportation purposes.

4. The realignment of Harry Bridges Boulevard southerly of C Street proposed to be constructed will redirect traffic that is presently provided by Harry Bridges Boulevard (formerly B Street).

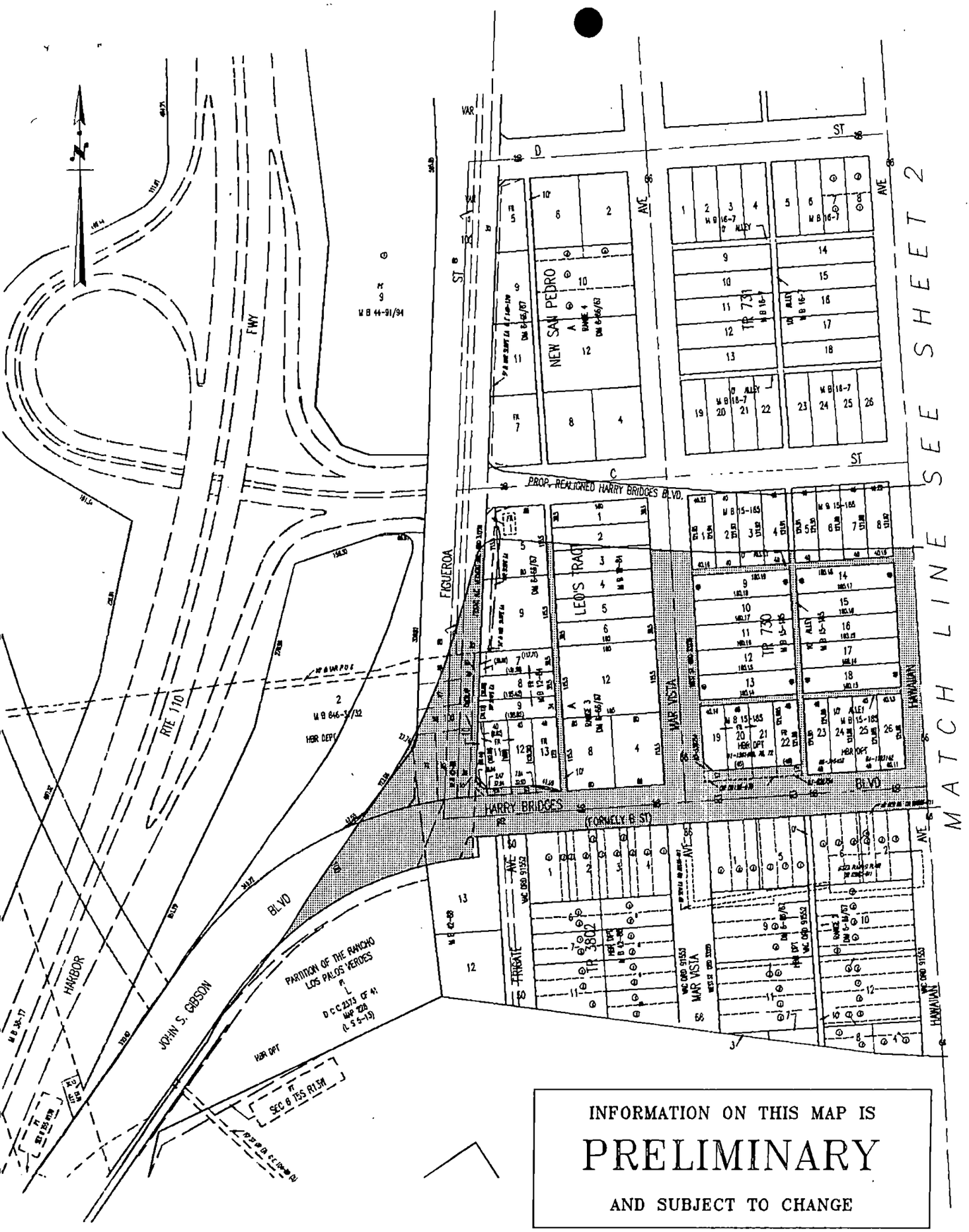
Environmental Determination: An examination and evaluation of available information with respect to the proposed vacation indicate that the environment will be affected to a significant extent. Therefore, an environmental impact report was prepared by the Los Angeles Harbor Department and a Notice of Determination was prepared by the Bureau of Engineering. These documents are being transmitted for certification by the Council in conjunction with this proposed project.

Findings: In compliance with Section 96.5(5) of the City Charter, this vacation is in substantial conformance with the purpose, intent and provisions of the General Plan as determined by the Director of Planning on May 20, 1993, under City Plan Case No. 93-0192 PWA.

Respectfully submitted,

Frank V. Boroff DEH
for ROBERT S. HORII
City Engineer

FBV/FV/td/nb
A:421tdSTV



INFORMATION ON THIS MAP IS

PRELIMINARY

AND SUBJECT TO CHANGE

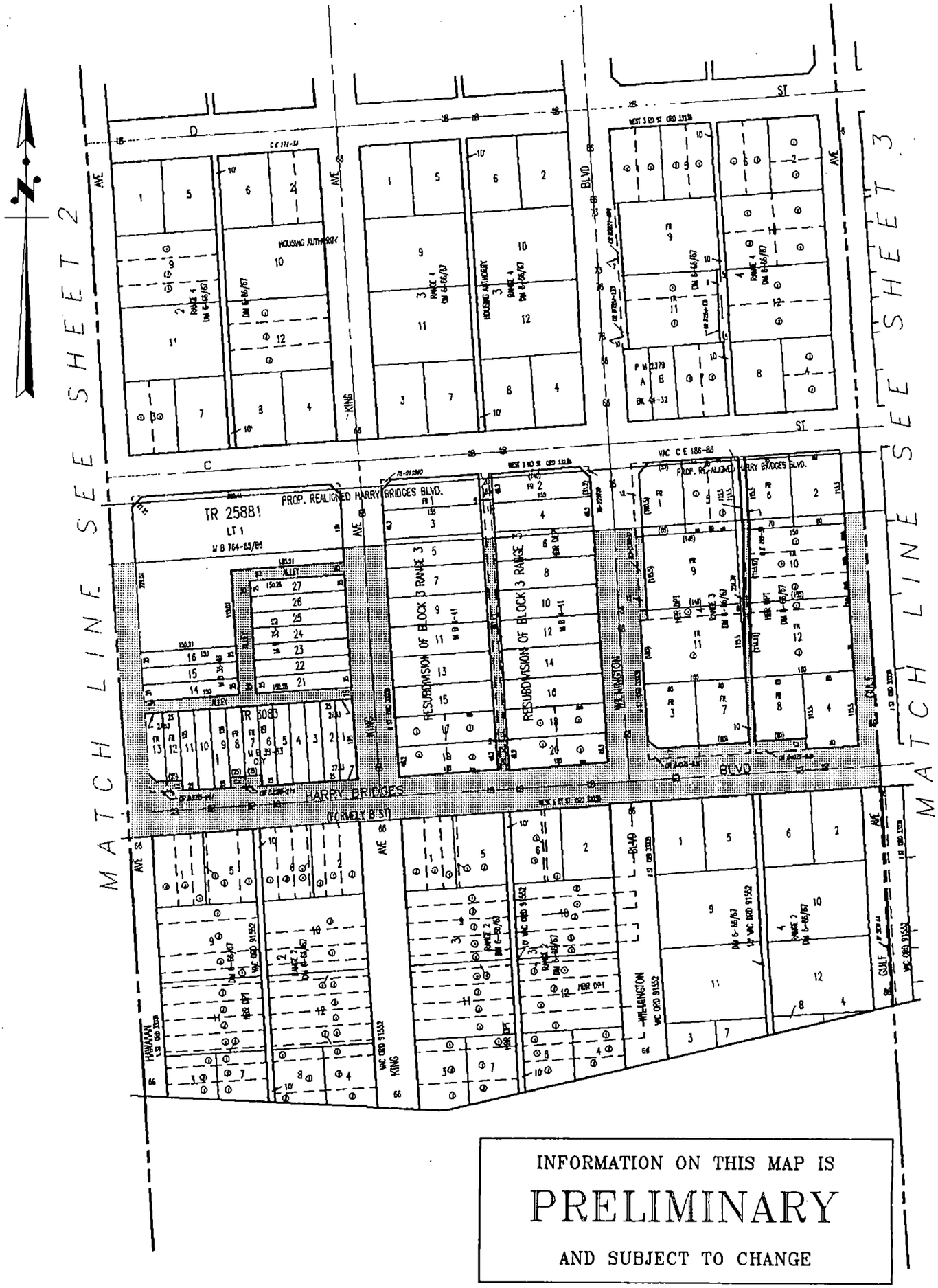
TITLE: B STREET AND FIGUEROA STREET VACATION DISTRICT.

WORK ORDER NO. VAC- E1400425
COUNCIL FILE NO. 92-1394
COUNCIL DIST. 15 DIV. INDEX 304,305
ENGR. DIST. HARBOR T.G. 74-B5
DISTRICT MAP 27-B-205 & 24-B-201

CITY OF LOS ANGELES
DEPT. OF PUBLIC WORKS
ROBERT S. HORII
CITY ENGINEER

EXHIBIT B

SHEET 1 OF 4 SHEETS



INFORMATION ON THIS MAP IS

PRELIMINARY

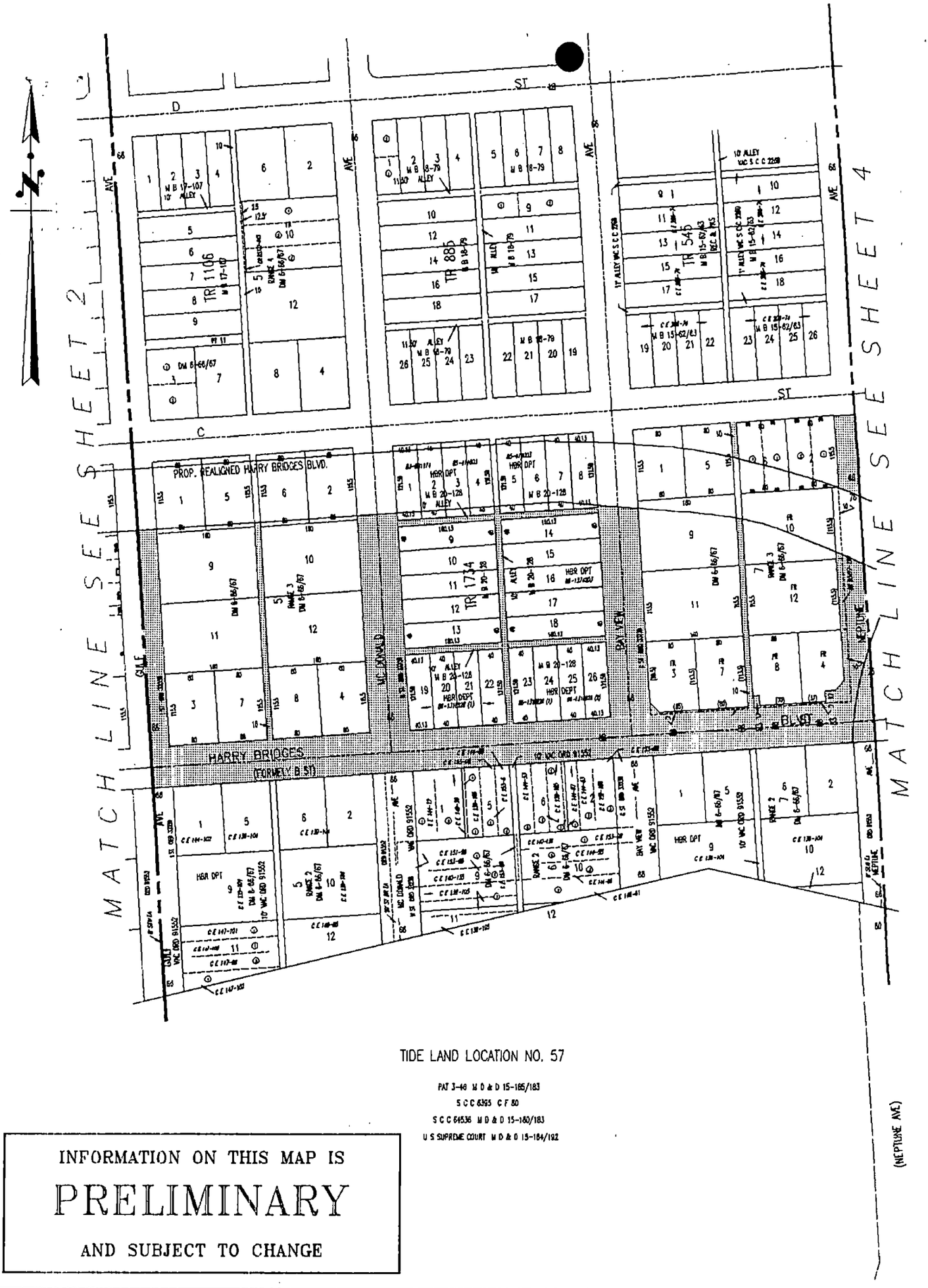
AND SUBJECT TO CHANGE

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CITY OF LOS ANGELES
DEPT. OF PUBLIC WORKS
ROBERT S. HORII
CITY ENGINEER

EXHIBIT B



TIDE LAND LOCATION NO. 57

PAT 3-46 M D & D 15-185/183
S C C 6395 C F 80
S C C 64536 M D & D 15-180/183
U S SUPREME COURT M D & D 15-184/192

INFORMATION ON THIS MAP IS

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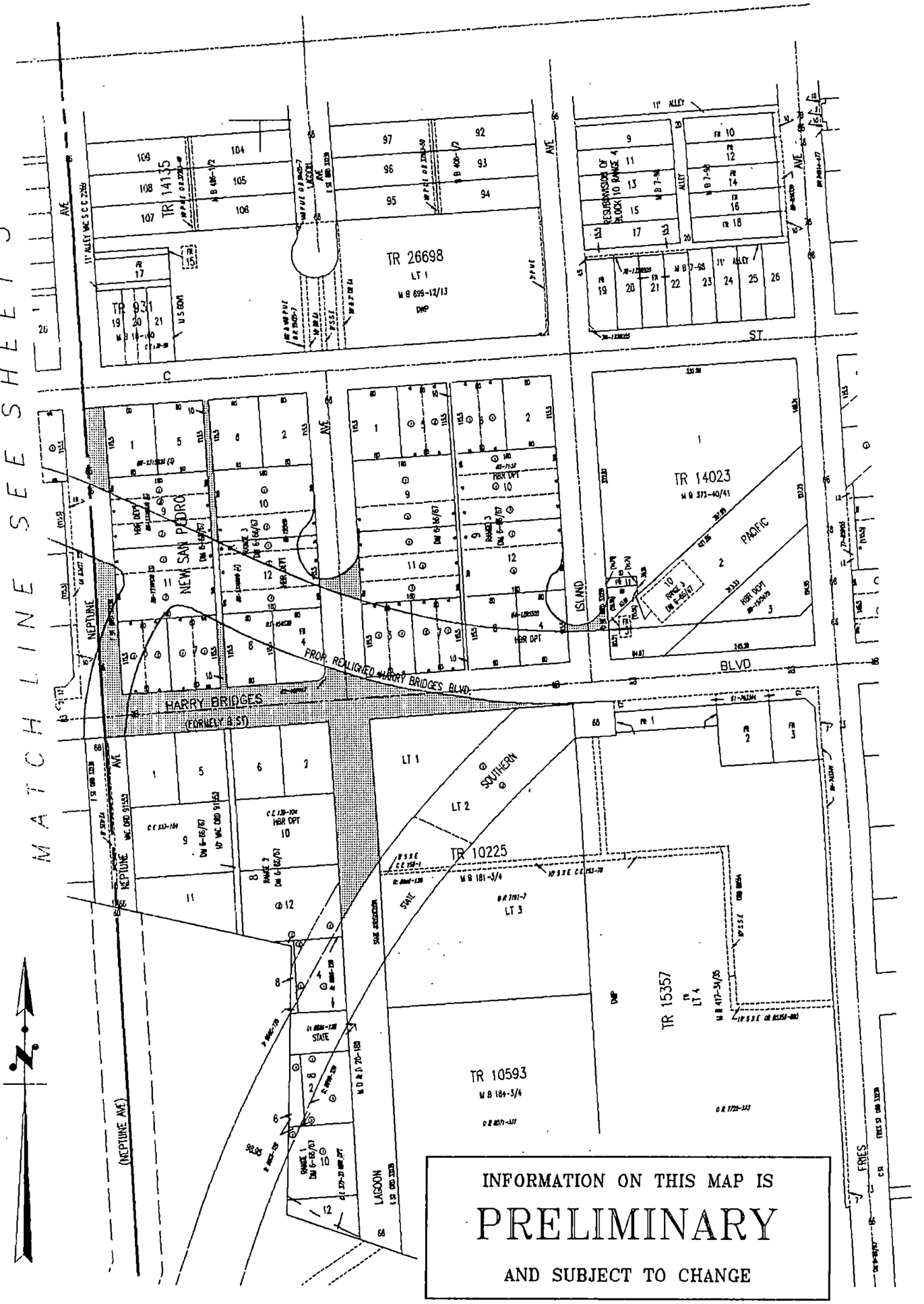
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CITY OF LOS ANGELES
DEPT. OF PUBLIC WORKS
ROBERT S. HORII
CITY ENGINEER

EXHIBIT B

SHEET 4 OF 4 SHEETS

J. MICHAEL CAREY
City Clerk

When making inquiries relative to this matter refer to File No.

92-1394

CITY OF LOS ANGELES
CALIFORNIA

RICHARD J. RIORDAN
MAYOR

Office of the
CITY CLERK
Council and Public Services
Room 615, City Hall
Los Angeles, CA 90012
Council File Information - (213) 485-5703
General Information - (213) 485-5705

December 8, 1998

TO WHOM IT MAY CONCERN:

The attached report has been scheduled for consideration by the Public Works Committee of the Los Angeles City Council at 2:00 p.m. or shortly thereafter on DEC 14 1998, in Room 316 City Hall, 200 North Main Street, Los Angeles, CA 90021. **PLEASE NOTE THE OLD CITY HALL IS NOW CLOSED FOR EARTHQUAKE RETROFIT AND REHABILITATION.** The new meeting location is in the former City Hall East building.

Rhoda Lukjaniec
Deputy City Clerk
(213) 485-5732

City of Los Angeles, Harbor Department
Attn: Property Management
P.O. Box 151
San Pedro, CA 90733-0151

Dean C. Virden
1749 Calzada Ave.
Santa Ynez, CA 93460

Tore Wessell-Daae
P.O. Box 1487
San Pedro, CA 90733

Lee & Marvis Thorpe
2430 Torrance Blvd.
Torrance, CA 90501

Recyclable and made from recycled waste.

Daniel Schmid
c/o Rolling Hills Investment
2430 Torrance Blvd.
Torrance, CA 90501

Ruben & Antonia Fernandez
1222 W. C St.
Wilmington, CA 90744

Maurice A. Rosenfeld
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Beverly Hills, CA 90210

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Man Choon & Jin Sim Lee
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Lomita, CA 90717

Sam J. & Rose De Luca
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San Pedro, CA 90731

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San Pedro, CA 90731

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26757 Westvale Rd.
Palos Verdes Peninsula, CA 90274

Marine Clerks Memorial Associates, Inc.
707 C St.
Wilmington, CA 90744

Jay Ruiz
232 McDonald Ave.
Wilmington, CA 90744

Exxon Corporation
P.O. Box 53
Houston, TX 77001

Robert R. Henrich
29 Calypso Shores Bell Martin Keys
Novato, CA 94947

Sam & Anna Collura
10796 Creek Rd.
Ojai, CA 93023

Joseph H. Juge
221 Bayview Ave.
Wilmington, CA 90744

Southern Pacific Transportation Co.
1200 Corporate Center Dr., Ste. 100
Monterey Park, CA 91754-7605

Michael P. Burke
28 Hammond
Irvine, CA 92718

City of Los Angeles, Department of Water & Power
111 N. Hope St.
Los Angeles, CA 90012
Attn: Real Estate Division

John L. Meek Construction Co.
1032 W. C St.
Wilmington, CA 90744

Dichter Lumber Sales, Inc.
242 S. Robertson Blvd.
Beverly Hills, CA 90211

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Office of the City Engineer

Los Angeles, California

To the Public Works Committee

Of the Honorable Council

Of the City of Los Angeles

FEB 22 1996

Honorable Members: C. D. No. 15

SUBJECT:

B Street and Figueroa Street Vacation District - Vacation Request VAC-E1400425 - Council File No. 92-1394

RECOMMENDATIONS:

A. That street vacation proceedings pursuant to the Public Streets, Highways and Service Easements Vacation Law be instituted for the vacation of the public rights-of-way indicated below and shown colored blue on the attached Exhibit "B":

1. That portion of Figueroa Street from Harry Bridges Boulevard (formerly B Street) to approximately 430 feet northerly thereof.

2. That portion of John S. Gibson Boulevard from its easterly terminus to approximately 425 feet westerly thereof.

3. That portion of Harry Bridges Boulevard (formerly B Street) from the easterly terminus of John S. Gibson Boulevard to Island Avenue.

4. Mar Vista Avenue, Hawaiian Avenue, King Avenue, Wilmington Boulevard, Gulf Avenue, McDonald Avenue and Bay View Avenue from Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard.

5. Neptune Avenue from Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard and from C Street to the northerly line of the proposed realignment of Harry Bridges Boulevard.

6. Those portions of Lagoon Avenue from approximately 345 feet southerly of Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridge Boulevard and from the northerly line of the proposed realignment of Harry Bridges Boulevard to the proposed southerly terminus of Lagoon Avenue southerly of C Street.

7. That portion of Island Avenue from the northerly line of the proposed realignment of Harry Bridges Boulevard to the proposed southerly terminus of Island Avenue southerly of C Street.

8. Those certain alleys bounded on the east by Lagoon Avenue, bounded on the west by Figueroa Street, bounded on the south by Harry Bridges Boulevard (formerly B Street) and bounded on the north by the southerly line of the proposed realignment of Harry Bridges Boulevard.

B. That this vacation be subject to the Council's determination to be made at the Public Hearing to be held pursuant to this Vacation Law and to be scheduled under the Ordinance of Intention.

C. That the Conditions specified in this report be established as the requirements to be complied with by the petitioner for this vacation.

D. That any easements or rights needed for the protection of public utility facilities to remain in place be provided by the petitioner to the affected agency by separate documents, but that such easements be allowed to be reserved from the vacation upon the submittal of an alignment from the agency.

E. That an easement for sanitary sewer and storm drain purposes be reserved from the vacation for the protection of the existing facilities, unless satisfactory arrangements are made for their removal, relocation or abandonment.

F. That the Council find and certify the following for this vacation:

1. That it has reviewed and considered the information contained in the attached Final Environmental Impact Report prepared by the Los Angeles Harbor Department.

2. That it has been completed in compliance with the California Environmental Quality Act of 1970, and the State and City Guidelines.

3. That conditions have been required which mitigate the significant environmental effects as identified in the Final Environmental Impact Report.

G. That, in conformance with Section 96.5(5) of the City Charter, the Council make the findings that the vacation is in substantial conformance with the General Plan.

H. That, in conformance with Section 2381 of the California Streets and Highways Code, the Council determine that the vacation area is not needed for nonmotorized transportation facilities.

I. That the vacation be permitted to be completed through the merger and resubdivision process by the recording of a new tract map.

J. That the payment of the processing fees for the vacation proceedings be waived.

K. That the City Engineer be instructed to present an Ordinance of Intention for this vacation when the procedural requirements for such presentation have been satisfied.

L. That the Resolution to Vacate be presented after the conclusion of the Public Hearing and Council's instruction to proceed with this vacation and upon compliance with the conditions established for this vacation.

M. That the petitioner be hereby notified that the vacation eliminates public easements, and no findings are officially made as to the underlying fee interest in the vacation areas.

N. That notification of the time and place of the Public Works Committee meeting to consider this request be sent to:

1. City of Los Angeles, Harbor Department
Attn: Property Management
P.O. Box 151
San Pedro, CA 90733-0151

2. Dean C. Virden
1749 Calzada Ave.
Santa Ynez, CA 93460

3. Tore Wessell-Daae
P.O. Box 1487
San Pedro, CA 90733

4. Lee & Marvis Thorpe
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Torrance, CA 90501

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20. Jay Ruiz
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21. Exxon Corporation
P.O. Box 53
Houston, TX 77001

22. Robert R. Henrich
29 Calypso Shores Bell Martin Keys
Novato, CA 94947

23. Sam & Anna Collura
10796 Creek Rd.
Ojai, CA 93023

24. Joseph H. Juge
221 Bayview Ave.
Wilmington, CA 90744

25. Southern Pacific Transportation Co.
1200 Corporate Center Dr., Ste. 100
Monterey Park, CA 91754-7605

26. Michael P. Burke
28 Hammond
Irvine, CA 92718

27. City of Los Angeles, Department of Water & Power
111 N. Hope St.
Los Angeles, CA 90012
Attn: Real Estate Division

28. John L. Meek Construction Co.
1032 W. C St.
Wilmington, CA 90744

29. Dichter Lumber Sales, Inc.
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1. That a tract map be filed and completed for recordation to absorb the areas to be vacated, to consolidate the existing lots,and to provide for any necessary dedications and improvements.

2. That all dedications and improvements required for the Harry Bridges Boulevard (formerly B Street) realignment project be completed or guaranteed before approval of the vacation.

3. That in accordance with the Wilmington-Harbor District Plan, the following improvements be constructed prior to the expansion of the container terminal Berth 136-139 to C Street in a manner satisfactory to the City Engineer and the Department of City Planning:

   (a) That the northerly portion of C Street from the Harbor Freeway to Broad Avenue be developed as a collector street exclusively for community use with one traffic lane in each direction and a parking lane on the community side.

   (b) That a new east-west major highway for industrial traffic be constructed south of the above-mentioned collector street to replace the existing Harry Bridges Boulevard (formerly B Street) alignment.

(c) That a 20-foot wide landscaped noise buffer be constructed between C Street and the proposed realignment of Harry Bridges Boulevard in order to separate residential traffic from industrial traffic, minimize noise and improve the aesthetics of the area.

(d) That a bikeway be developed parallel to C Street from Figueroa Street to Neptune Avenue and diagonally from Neptune Avenue to Fries Avenue as identified on the District Plan. The precise alignment of the bikeway shall be determined by the Department of Transportation.

(e) That the Harbor Freeway ramp at C Street be reconfigured to link with the proposed realignment of Harry Bridges Boulevard in order to handle traffic movements more efficiently and safely and divert industrial traffic away from the community.

4. That arrangements be made with the Department of Water and Power, Southern California Gas Company, Mobil Oil Corporation, Wickland Oil, Fletcher Oil, GATX Tank Storage Terminals Corporation and Pacific Bell for the removal of affected facilities or the providing of easements or rights for protection of affected facilities to remain in place.

5. That satisfactory arrangements be made with the City Engineer for the relocation or abandonment of the existing sewer and storm drain facilities located within the areas to be vacated, unless easements are reserved from the vacation for their protection.

6. That an agreement be recorded satisfactory to the Bureau of Engineering to hold the areas to be vacated and the adjoining properties under the same ownership, to remain effective until such time as a new subdivision map is recorded over said areas, a parcel map exemption is permitted or until released by authority of the City of Los Angeles.

7. That plot plans be submitted to the Fire Department for their review and approval.

8. That street lighting facilities be installed as may be required by the Bureau of Street Lighting.

9. That street trees be planted and tree well covers be installed as may be required by the Street Tree Division of the Bureau of Street Maintenance.

TRANSMITTAL:

1. Council File No. 92-1394, with application dated July 22, 1992, from the Harbor Department, City of Los Angeles.

2. Notice of Determination.

3. Final Environmental Impact Report.

DISCUSSION:

Request: The Harbor Department, owner of the properties shown outlined in yellow on Exhibit "B", is requesting the vacation of the public street and alley areas shown colored blue.

Zoning and Land Use: The properties adjoining the vacation areas and lying northerly of Harry Bridges Boulevard (formerly B Street) are zoned M2-1VL-0 while the properties lying southerly of Harry Bridges Boulevard (formerly B Street are zoned (Q)M3-1. These properties are developed with warehouses, light manufacturing and industrial buildings. The properties lying northerly of C Street are developed with single-family dwellings and multiple dwelling units. There is also a Department of Water & Power building with a parking lot, a playground area and a service station.

Description of Areas to be Vacated: The areas sought to be vacated are the following streets and alleys. John S. Gibson Boulevard at its terminus with Figueroa Street. John S. Gibson Boulevard is an improved major highway dedicated 100 feet in width with a 56-foot wide roadway. Figueroa Street is an improved major highway dedicated 100 feet in width with, a 74-foot wide roadway. Harry Bridges Boulevard (formerly B Street) is a partially improved major highway dedicated 66 feet and 83 feet in width with a 54-foot wide roadway and no sidewalks. Wilmington Boulevard is an improved secondary highway dedicated 66 feet and 78 feet in width with a 56-foot wide roadway. Neptune Avenue is an improved secondary highway dedicated 66 feet and 76 feet in width with a 56-foot wide roadway. Mar Vista Avenue, Hawaiian Avenue, Bay View Avenue and Gulf Avenue are all improved local streets dedicated 66 feet in width with 42-foot wide roadways. King Avenue is an improved local street dedicated 66 feet in width with a 44-foot wide roadway. McDonald Avenue is an improved local street dedicated 66 feet in width with a 50-foot wide roadway. Lagoon Avenue and Island Avenue are both local streets dedicated 66 feet in width and both have 56-foot wide roadways. Those east-west and north-south alleys southerly of C Street between Figueroa Street and Hawaiian Avenue are all improved concrete paved alleys dedicated 10 feet in width. The east-west alley and the east-west portion of the L-shaped alley

southerly of C Street between Hawaiian Avenue and King Avenue are both improved concrete paved alleys dedicated 19 feet wide while the north-south portion is dedicated 30 feet in width. Those north-south alleys southerly of C Street between King Avenue and McDonald Avenue are all un-improved alleys. Those east-west and north-south alleys southerly of C Street between McDonald Avenue and Lagoon Avenue are all improved concrete paved alleys dedicated 10 feet in width.

Adjoining Street and Alley: C Street is an improved local street dedicated 66 feet in width with a 42-foot wide roadway. The north-south alley southerly of C Street between Lagoon Avenue and Island Avenue is a concrete paved alley dedicated 10 feet in width.

Effects of Vacation on Circulation and Access: The streets and public alleys proposed to be vacated are not needed for vehicular circulation or access due to the proposed realignment of Harry Bridges Boulevard (formerly B Street) and Figueroa Street. The streets and alleys are also not needed for the use of pedestrians, bicyclists or equestrians.

Reversionary Interest: The street and alley easements over the vacation areas appear to have been dedicated by the map of New San Pedro Subdivision. Upon vacation, the fee title interest of the vacation area should revert to the adjoining owners to the street and alley centerlines.

These determinations are based upon the records in the Office of the City Engineer, and no official declaration of the underlying fee interest of the vacation areas are being made as to title or reversionary interest.

Dedications and Improvements: It will be necessary that the petitioner provides for the dedications and improvements as outlined under Conditions.

Sewers and Storm Drains: There are existing sewer and storm drain facilities within the areas proposed to be vacated.

Public Utilities: The Department of Water and Power, Southern California Gas Company, Mobil Oil Corporation, Wickland Oil, Fletcher Oil, GATX Tank Storage Terminals Corporation, and Pacific Bell maintain facilities in the areas proposed to be vacated.

Tract Map: To absorb the areas being vacated, to provide for any necessary dedications and improvements, and to consolidate the existing lots, it will be necessary that the petitioner files and completes a new tract map for recordation.

City Department of Transportation: The Department of Transportation states that based on traffic considerations, the vacation is not opposed if through the requirement of a tract map or by other means, provisions are made for (1) a vehicular turn-around at the northerly end of the vacated area for both Island Avenue and Lagoon Avenue per City's standard cul-de-sac dimensions, (2) lot consolidation, (3) driveway and access approval by the Department of Transportation, and (4) any additional dedications necessary to bring all adjacent streets into conformance with the City's standard street dimensions.

City Fire Department: The Fire Department states that the subject property has been investigated and recommends the following:

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

2. That 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.

3. That fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

4. That access for Fire Department apparatus and personnel to and into all structures shall be required.

5. That plot plans be submitted showing the access road and the turning area for Fire Department approval.

6. That adequate off-site public and on-site private fire hydrants may be required. Their number and location to be determined after Fire Department review of the plot plan.

State Department of Transportation: The California Department of Transportation (CALTRANS) states that the proposed vacation has no direct impact on State right-of-way. However, the indicated realignment of John S. Gibson Boulevard and Harry Bridges Boulevard (formerly B Street) could necessitate a minor right-of-way adjustment in the southwest quadrant. Also, with the re-alignment of John S. Gibson Boulevard, the right turn curb return on the northbound C Street off-ramp at Figueroa Street will have

to be remodeled to accommodate turning trucks.

Department of City Planning: The Director of Planning, on May 20, 1993, under City Plan Case No. 93-0192 PWA, recommended that the vacation be approved, with the following recommendations:

1. That in accordance with the Wilmington-Harbor City District Plan, the following conditions be imposed prior to the expansion of the container terminal at Berths 136-139 to C Street:

   a. That the northerly portion of C Street from the Harbor Freeway to Broad Avenue be developed as a collector street exclusively for community use with one traffic lane in each direction and a parking lane on the community side.

   b. That a new east-west major highway for industrial traffic be constructed south of the above-mentioned collector street to replace the existing Harry Bridges Boulevard (formerly B Street) alignment.

   c. That a 20-foot wide landscaped noise buffer be constructed between the two above-mentioned streets in order to separate residential from industrial traffic, to minimize noise, and to improve the aesthetics of the area.

   d. That a bikeway be developed parallel to C Street from Figueroa Street to Neptune Avenue and diagonally from Neptune Avenue to Fries Avenue as identified on the District Plan. The precise alignment of the bikeway shall be determined by the Department of Transportation.

   e. That the Harbor Freeway ramp at C Street be reconfigured to link with the proposed new highway alignment in order to handle traffic movements more efficiently and safely and divert industrial traffic away from the community.

Conclusion: The vacation of the public street and alley areas as shown colored blue on attached Exhibit "B" could be conditionally approved based upon the following:

1. They are unnecessary for present or prospective public use.

2. They are not needed for vehicular circulation or access.

3. They are not needed for nonmotorized transportation purposes.

4. The realignment of Harry Bridges Boulevard southerly of C Street proposed to be constructed will redirect traffic that is presently provided by Harry Bridges Boulevard (formerly B Street).

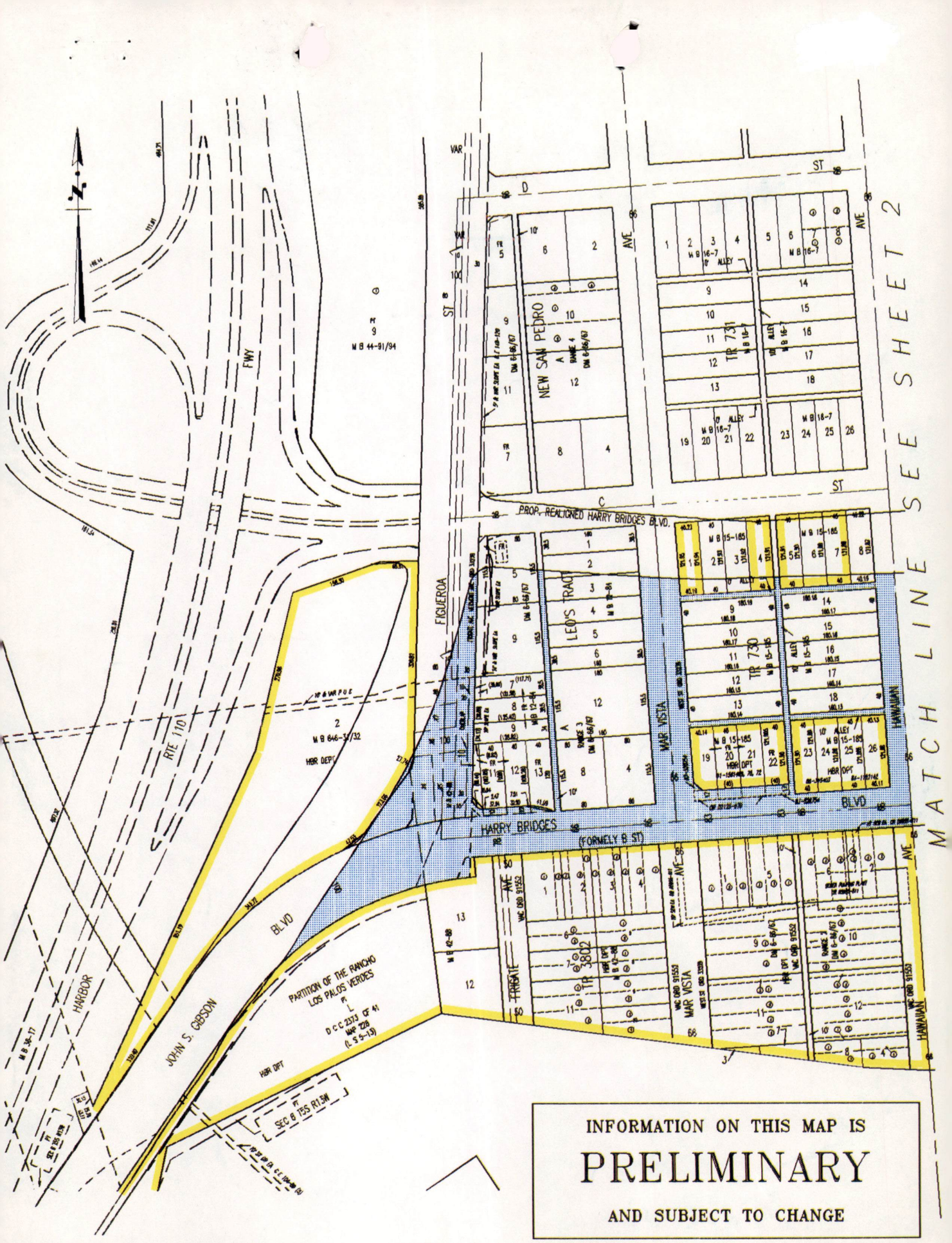
Environmental Determination: An examination and evaluation of available information with respect to the proposed vacation indicate that the environment will be affected to a significant extent. Therefore, an environmental impact report was prepared by the Los Angeles Harbor Department and a Notice of Determination was prepared by the Bureau of Engineering. These documents are being transmitted for certification by the Council in conjunction with this proposed project.

Findings: In compliance with Section 96.5(5) of the City Charter, this vacation is in substantial conformance with the purpose, intent and provisions of the General Plan as determined by the Director of Planning on May 20, 1993, under City Plan Case No. 93-0192 PWA.

Respectfully submitted,

Frank V. Boroff DEH
for ROBERT S. HORII
City Engineer

FBV/FV/td/nb
A:421tdSTV



INFORMATION ON THIS MAP IS

PRELIMINARY

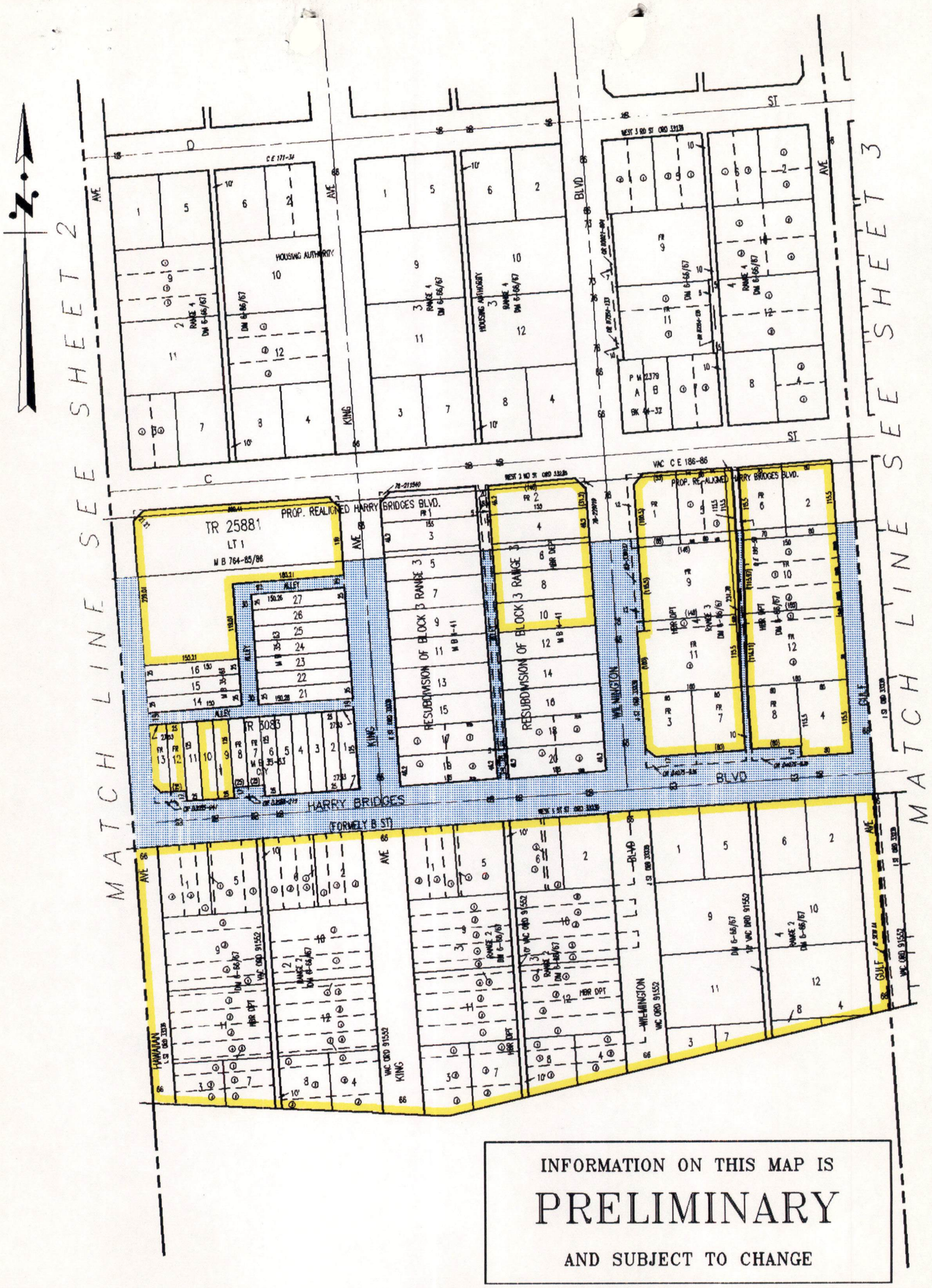
AND SUBJECT TO CHANGE

TITLE: B STREET AND FIGUEROA STREET VACATION DISTRICT.

WORK ORDER NO. VAC- E1400425
COUNCIL FILE NO. 92-1394
COUNCIL DIST. 15 **DIV. INDEX** 304,305
ENGR. DIST. HARBOR **T.G.** 74-B5
DISTRICT MAP 27-B-205 & 24-B-201

CITY OF LOS ANGELES
DEPT. OF PUBLIC WORKS
ROBERT S. HORII
CITY ENGINEER

EXHIBIT B



INFORMATION ON THIS MAP IS

PRELIMINARY

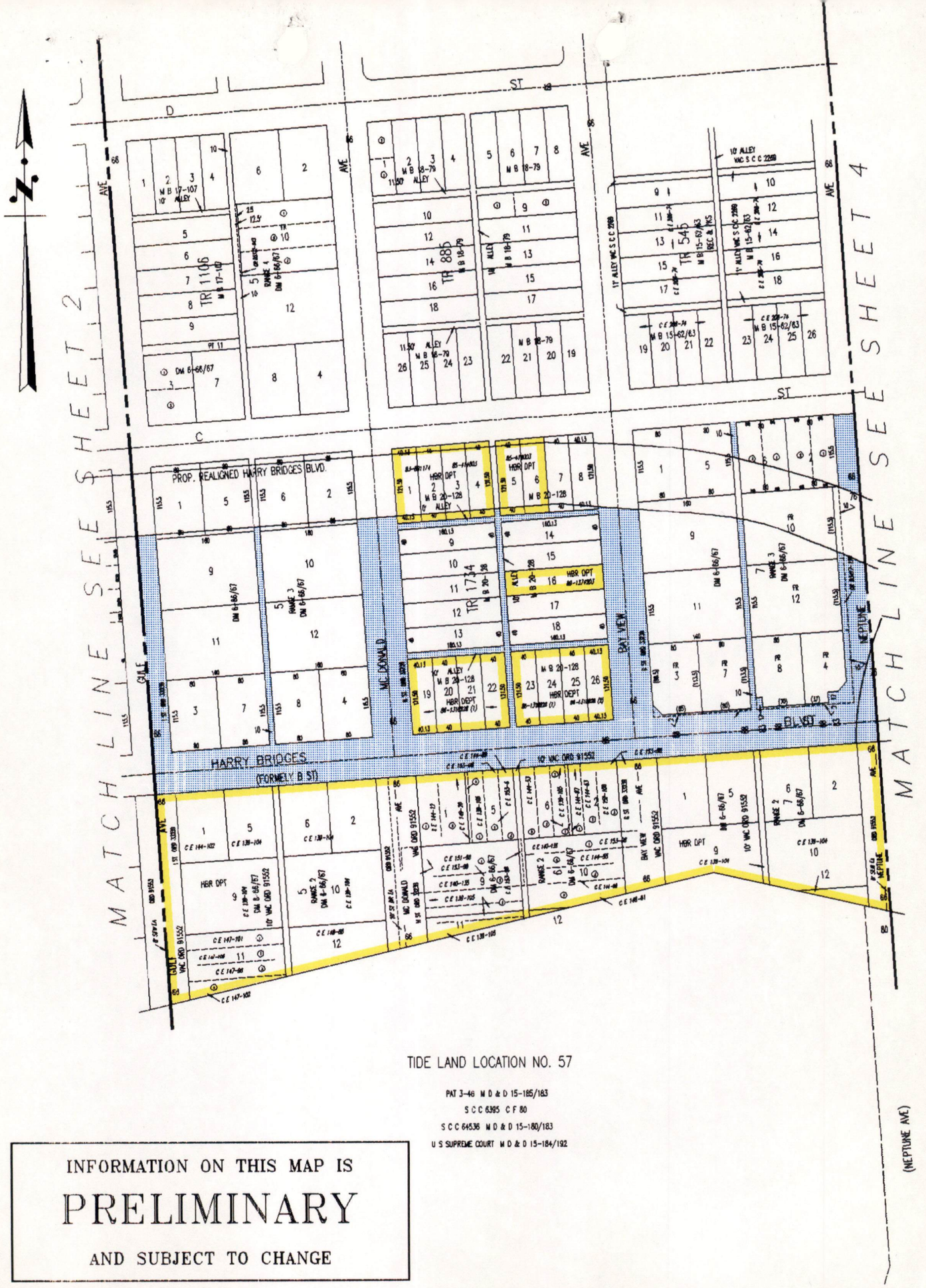
AND SUBJECT TO CHANGE

TITLE: "B" STREET AND FIGUEROA STREET VACATION DISTRICT.

WORK ORDER NO. VAC- E1400425
COUNCIL FILE NO. 92-1394
COUNCIL DIST. 15 **DIV. INDEX** 304,305
ENGR. DIST. HARBOR **T.G.** 74-B5
DISTRICT MAP 27-B-205 & 27-B-201

CITY OF LOS ANGELES
DEPT. OF PUBLIC WORKS
ROBERT S. HORII
CITY ENGINEER

EXHIBIT B



TIDE LAND LOCATION NO. 57

PAT 3-46 M D & D 15-185/183
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S C C 64536 M D & D 15-180/183
U S SUPREME COURT M D & D 15-184/192

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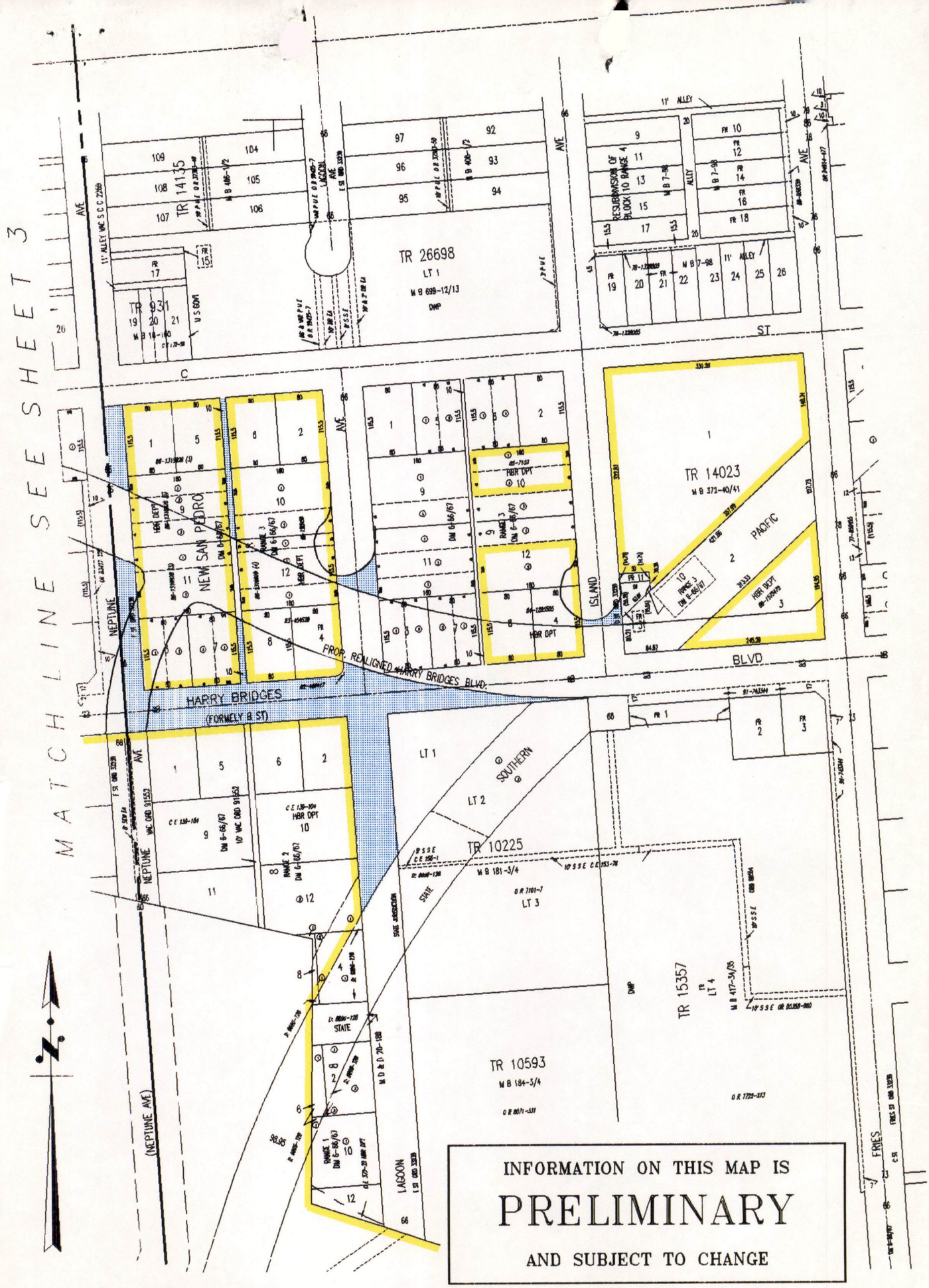
AND SUBJECT TO CHANGE

TITLE: B STREET AND FIGUEROA STREET VACATION DISTRICT.

WORK ORDER NO. VAC- E1400425
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COUNCIL DIST. 15 DIV. INDEX 304,305
ENGR. DIST. HARBOR T.G. 74-B5
DISTRICT MAP 27-B-205 & 27-B-201

CITY OF LOS ANGELES
DEPT. OF PUBLIC WORKS
ROBERT S. HORII
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EXHIBIT B



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CITY OF LOS ANGELES
DEPT. OF PUBLIC WORKS
ROBERT S. HORII
CITY ENGINEER

EXHIBIT B

NOTICE OF STREET VACATION

Public Notice is hereby given that on Friday, **the** 16th **day of** July, 1999, **the Council of the City of Los Angeles, did at its meeting on said day, adopt an Ordinance of Intention No.** 172,719 **declaring its intention to order vacation of**

1. That portion of Figueroa Street from Harry Bridges Boulevard (formerly B Street) to approximately 430 feet northerly thereof.
2. That portion of John S. Gibson Boulevard from its easterly terminus to approximately 425 feet westerly thereof.
3. That portion of Harry Bridges Boulevard (formerly B Street) from the easterly terminus of John S. Gibson Boulevard to Island Avenue.
4. Mar Vista Avenue, Hawaiian Avenue, King Avenue, Wilmington Boulevard, Gulf Avenue, McDonald Avenue and Bay View Avenue from Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard.
5. Neptune Avenue from Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard and from C Street to the northerly line of the proposed realignment of Harry Bridges Boulevard.
6. Those portions of Lagoon Avenue from approximately 345 feet southerly of Harry Bridges Boulevard (formerly B Street) to the southerly line of the proposed realignment of Harry Bridges Boulevard and from the northerly line of the proposed realignment of Harry Bridges Boulevard to the proposed southerly terminus of Lagoon Avenue southerly of C Street.
7. That portion of Island Avenue from the northerly line of the proposed realignment of Harry Bridges Boulevard to the proposed southerly terminus of Island Avenue southerly of C Street.
8. Those certain alleys bounded on the east by Lagoon Avenue, bounded on the west by Figueroa Street, bounded on the south by Harry Bridges Boulevard (formerly B Street) and bounded on the north by the southerly line of the proposed realignment of Harry Bridges Boulevard.
9. Those certain alleys bounded on the east by Lagoon Avenue, bounded on the west by Bay View Avenue, bounded on the north by C Street and bounded on the south by the northerly line of the proposed realignment;

in the City of Los Angeles, California. That the hour of 10:00 o'clock A.M. the 14th **day of** September, 1999, **in the Council Chamber in the City Hall, Los Angeles, California, is the time and place when and where all persons interested in or objecting to the proposed vacation may appear before the City Council and offer evidence in relation thereto.**

For further particulars as to the proposed vacation and the easements and rights of way, if any, to be reserved for public use, reference is hereby made to the map No. VAC -99-1400425 **filed in the office of the City Engineer, Suite 400, 634 S. Spring Street, Los Angeles, California.**

BOARD OF PUBLIC WORKS OF THE CITY OF LOS ANGELES

FOR FURTHER INFORMATION, CALL AT SUITE 400, 634 S. SPRING ST., TEL. NO. (213) 485-3024 OR (213) 847-8258

#5

DECLARATION OF POSTING
NOTICES OF STREET VACATION

I, FRED R. VIADO, the undersigned Declarant, state as follows:

I am, and was at all times hereinafter mentioned, a resident of the State of California, over the age of eighteen years, and employed by the Department of Public Works of the City of Los Angeles, California.

The Council of the City of Los Angeles has adopted Ordinance No. 172719 therein declaring its intention to order the vacation of B Street and Figueroa Street Vacation District in relation to the Harry Bridges Boulevard Realignment

and, as required by Section 8323 of the Streets and Highways Code of California, and under the direction of the Board of Public Works of the City of Los Angeles, I have conspicuously posted, or caused to be conspicuously posted, along the line of the street or part thereof proposed to be vacated, at not more than 300 feet in distance apart, but not less than three in all, notices of the passage of such ordinance of intention, each notice being headed "Notice of Street Vacation".

A true copy of the "Notice of Street Vacation" so posted in each instance hereinabove described is attached hereto and made a part of this declaration.

I completed the posting of such notices, or caused the posting thereof to be completed, on the 30TH day of AUGUST, 1999.

I declare under penalty of perjury that the foregoing is true and correct.

Signed this 30TH day of AUGUST, 1999, at Los Angeles, California.

Declarant

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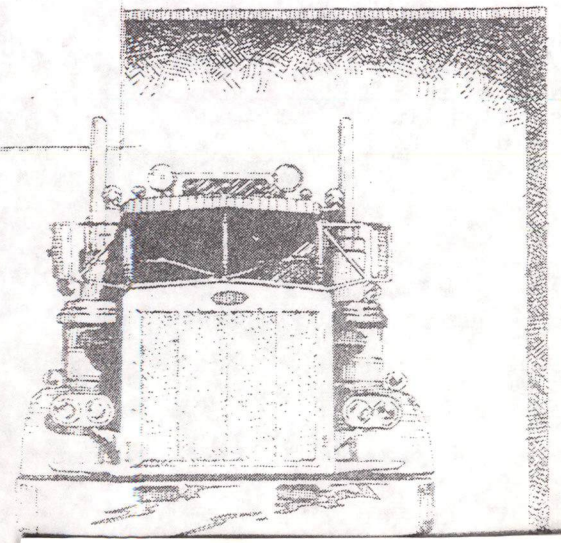
Final
Environmental Impact Report

B STREET REALIGNMENT & WIDENING/CONTAINER TERMINAL BACKLAND EXPANSION

State Clearinghouse Number 92021075

Prepared by:

Environmental Management Division
Los Angeles Harbor Department
425 S. Palos Verdes Street
P.O. Box 151
San Pedro, CA 90733-0151



February 1994

With assistance from:

LSA Associates, Inc.
1 Park Plaza
Suite 500
Irvine, CA 92714

Bill Tilley
Civil Engineering Associate
Engineering Division

425 S. Palos Verdes Street
San Pedro, CA 90731

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Fax: 310/519-0178
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FINAL ENVIRONMENTAL IMPACT REPORT

B STREET REALIGNMENT AND WIDENING, CONTAINER TERMINAL BACKLAND EXPANSION

STATE CLEARINGHOUSE NUMBER - 92021075

February, 1994

Prepared by:

Environmental Management Division
Los Angeles Harbor Department
425 S. Palos Verdes Street
P.O. Box 151
San Pedro, CA 90733-0151

With Assistance From:

LSA Associates, Inc.
1 Park Plaza, Suite 500
Irvine, California 92714
(714) 553-0666
LSA Project #POL101

This document contains comments, responses to comments, and minor corrections to the Draft Environmental Impact Report (DEIR) for the B Street Realignment and Widening/Container Terminal Backland Expansion Project dated September, 1993. This document, combined with the DEIR, comprises the complete Environmental Impact Report for the B Street Project.

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ES-2	Project Location Map	ES-5
ES-3	Project Vicinity Map	ES-6

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ACRONYMS AND ABBREVIATIONS

CEQA	California Environmental Quality Act
DEIR	Draft Environmental Impact Report
EIR	Environmental Impact Report
FEIR	Final Environmental Impact Report
LAHD	Los Angeles Harbor Department
NOP	Notice of Preparation
Port	Port of Los Angeles
TraPac	Trans Pacific Container Service Corporation

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SECTION 2 RESPONSE TO WRITTEN COMMENTS 2-1

SECTION 3 CHANGES AND CORRECTIONS TO THE DEIR 3-1

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II - RESPONSE TO DEIR COMMENTS TRANSMITTAL LETTERS
III - NOP RESPONSE LETTERS

FINAL EXECUTIVE SUMMARY

FINAL EXECUTIVE SUMMARY

This Final Environmental Impact Report (FEIR) supplements the B Street Realignment and Widening/Container Terminal Backland Expansion Draft Environmental Impact Report (DEIR), which was prepared by the City of Los Angeles Harbor Department (LAHD). The DEIR, dated September, 1993, is incorporated by reference into this document, and together they constitute the complete Environmental Impact Report.

This Executive Summary summarizes the project background, project objectives, project description, environmental setting and project alternatives of the proposed B Street realignment project. Tables summarizing significant adverse impacts and mitigation measures for the proposed project and significant adverse impacts of the project alternatives are provided at the end of this Executive Summary.

INTENDED USE OF THE EIR DOCUMENT

This Final Environmental Impact Report (FEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) and Guidelines (June, 1986), pursuant to Section 21151 of CEQA and the City of Los Angeles CEQA Guidelines (Revised 1981, 1984). The LAHD is the Lead Agency for the project, and has prepared this EIR. The EIR is an informational document that will inform and assist public agency decision makers and the public regarding any significant environmental effects of the proposed project, identify possible ways to minimize the significant effects, and describe and evaluate feasible alternatives to the project. This document assesses the short-term, long-term, and cumulative impacts of the proposed project.

This EIR is also intended to support the permitting processes of all agencies whose discretionary approvals must be obtained for particular elements of this proposed project.

PROJECT BACKGROUND

Under authority of the Tidelands Act of 1911, the Port of Los Angeles jurisdictional properties are held in trust by the City of Los Angeles, to promote and develop maritime related commerce, navigation and fisheries. The Port is administered by the City's Harbor Department, which operates it as a landlord harbor, leasing Port facilities and lands to commercial tenants. Headed by a five member Board of Harbor Commissioners and managed by its Executive Director, the Port controls approximately 7,500 acres of land and water in the Terminal Island, Wilmington and San Pedro districts of the City of Los Angeles.

In 1986, Los Angeles City Councilwoman Flores established the Wilmington Community Planning Task Force. This Task Force was established to facilitate communication among the Harbor Department, Community Redevelopment Agency, City Planning Department and community groups regarding planning efforts occurring within the Wilmington community. The Task Force identified a number of concerns that included upgrading properties adjacent to the Port, diverting Port related traffic away from adjacent residential uses, improving the aesthetics along the Port's border with the Wilmington community, and buffering traffic noise.

In September, 1986, the Board of Harbor Commissioners approved the Wilmington Community Task Force proposal, in concept, for consideration by the City Planning Department in preparing the Wilmington-Harbor City District Plan. According to the proposal, the northern portion of C Street was to be developed for community use with one traffic lane in each direction and a parking lane on the community side. A new east/west major highway for industrial traffic would be constructed south of there. To separate residential traffic from industrial traffic, minimize traffic noise and improve the aesthetics of the area, a 20 foot landscaped noise buffer would be constructed between the two streets. The proposed new east/west highway would replace the existing B Street alignment and allow the vacating of north/south streets between B and C Streets for Port related developments.

The City Council approved and adopted the Wilmington-Harbor City District Plan in June, 1990, as the official guide to future development within the District. Included within this Plan is the realignment of B Street, as proposed in this EIR.

In September of 1990, the Board of Harbor Commissioners approved in concept the B Street Realignment project and authorized staff to conduct preliminary planning and environmental documents. The project would not only provide for improved east/west truck travel between Alameda Avenue and Figueroa Street, but would also allow for expansion of the container terminal backland located at Berths 136-139.

Through detailed cargo forecast studies, the Port has identified the need to greatly expand its ability to accommodate the transport of containers and other forms of cargo. Facility and infrastructure requirements to handle cargo projected through the year 2020 are being planned through the joint Ports (Port of Los Angeles/Long Beach) 2020 Master Plan. This phased plan identifies the need to optimize cargo handling on existing land areas in the Port of Los Angeles. The B Street realignment project will improve east/west truck travel and thereby optimize cargo handling through the Port.

PROJECT OBJECTIVES

The objectives of the B Street realignment project are to:

- Enhance the east/west truck transportation corridor between Figueroa and Alameda Streets by providing a direct route and improved roadway cross section;

- Reduce Port related truck traffic through residential streets in the Wilmington residential community by providing an alternative direct truck route (other than C Street) for use by trucks accessing the existing facility and proposed expansion area;

- Implement the land use, aesthetic, circulation, hazardous waste and air quality objectives and policies of the Port of Los Angeles Plan, the Wilmington Harbor City District Plan and the City's Zoning Ordinance;

- Modify and expand the backlands of the container terminal facility located at Berths 136-139 to increase the volume of goods (i.e., containers) that can be moved through the terminal.

PROJECT DESCRIPTION

Figures 1 and 2 provide an illustration of the project's regional and local setting.

The B Street Realignment project consists of the following eight activities:

1. Northerly realignment, reconstruction, and widening of B Street between Figueroa Street and Broad Avenue, including the reconstruction of the south side of C Street.

2. Reconstruction and widening of the south side of B Street between Broad Avenue and Alameda Street.

3. Construction of a buffer (noise) barrier between the realigned B Street and reconstructed C Street from Figueroa Street to Neptune Avenue.

4. Realignment and reconstruction of Figueroa Street/John S. Gibson Boulevard between C Street and 1,000 feet to the south of C Street.

5. Realignment of the Southern Pacific trackage between John S. Gibson Boulevard and Lagoon Avenue.

6. Condemnation and acquisition of properties between old and new B Street for expansion of the existing container terminal backlands, which currently occupies Berth 136-139.

7. Extension of existing wharf at Berth 136, expansion of the existing container terminal backland and construction of a container freight warehouse.

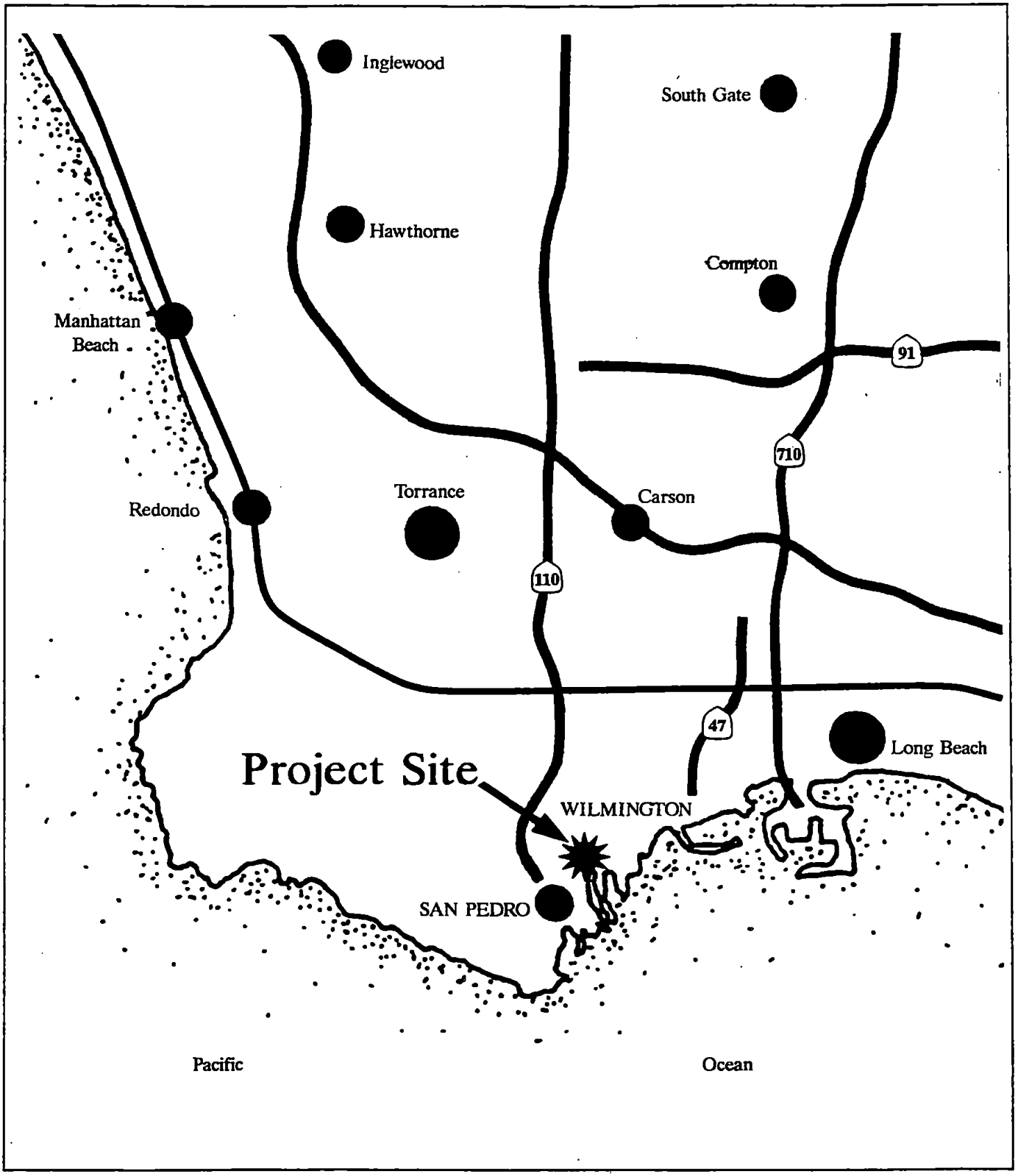
8. Relocation and replacement of utilities that are located within the area of project construction.

Each of the above proposed activities is briefly described below and illustrated in Figure 3.

Realignment, Reconstruction and Widening of B Street Between Figueroa Street and Broad Avenue, and Reconstruction of C Street Between Figueroa Street and Bayview Avenue

The proposed project involves improvement of B Street between Figueroa Street and Alameda Street. B Street will be relocated north of its existing location between Figueroa Street and Bayview Avenue. B Street will run parallel to existing C Street between Figueroa Street and Bayview Avenue, and will transition to the existing B Street alignment between Bayview Avenue and Broad Avenue.

The southern side of C Street is proposed to be reconstructed between Figueroa Street and Bayview Avenue. Access to C Street from the reconstructed B Street will be restricted between Figueroa Street and Fries Avenue. Neptune, Lagoon, Island and Marine Avenue will either be cul-de-saced or closed off. Fries Avenue, Avalon Boulevard and Broad Avenue will remain open to through traffic.



12/20/91(POL101)

Figure 1

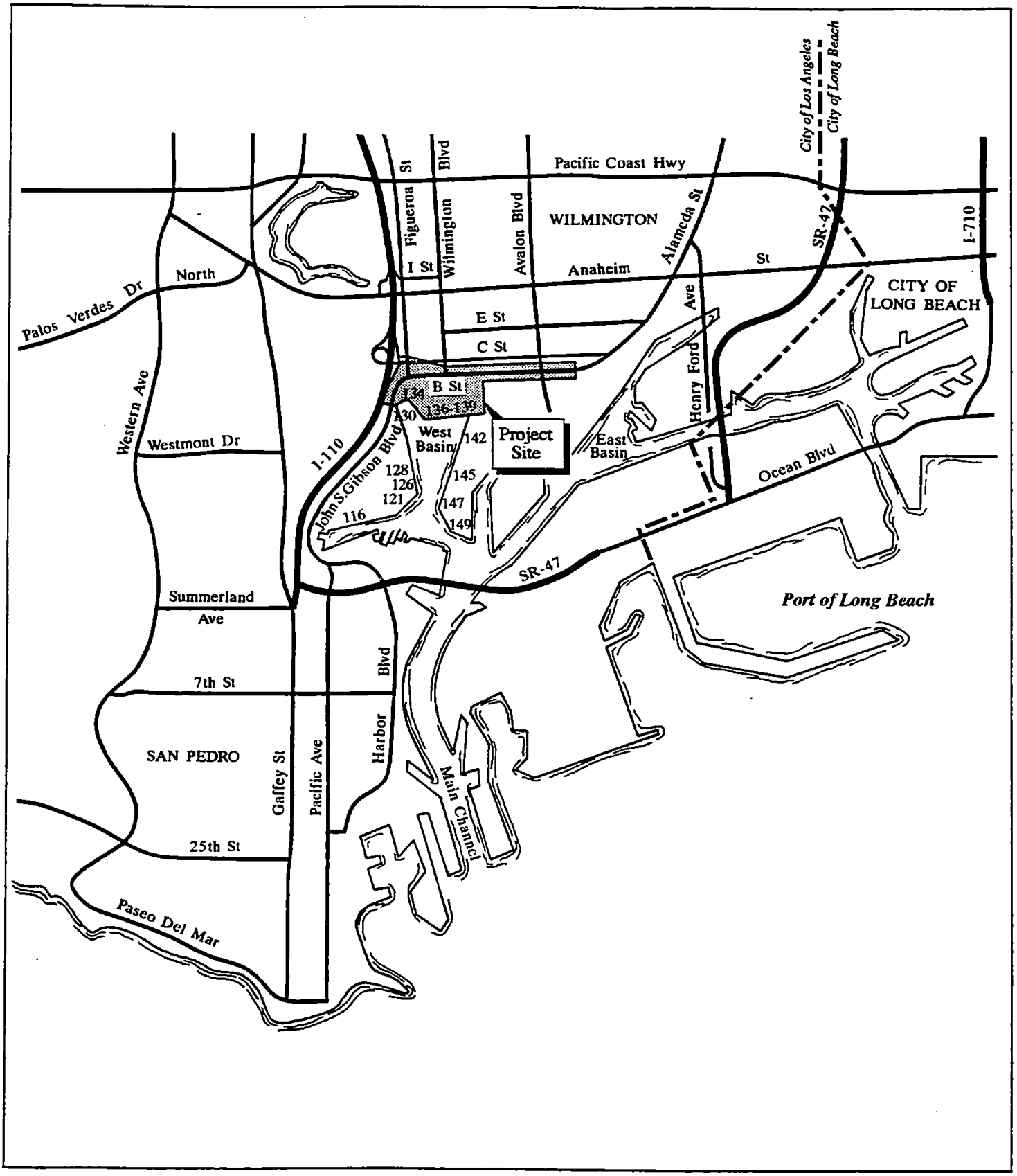
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LSA

Approximate Scale in Miles

0 2.5

Regional Location



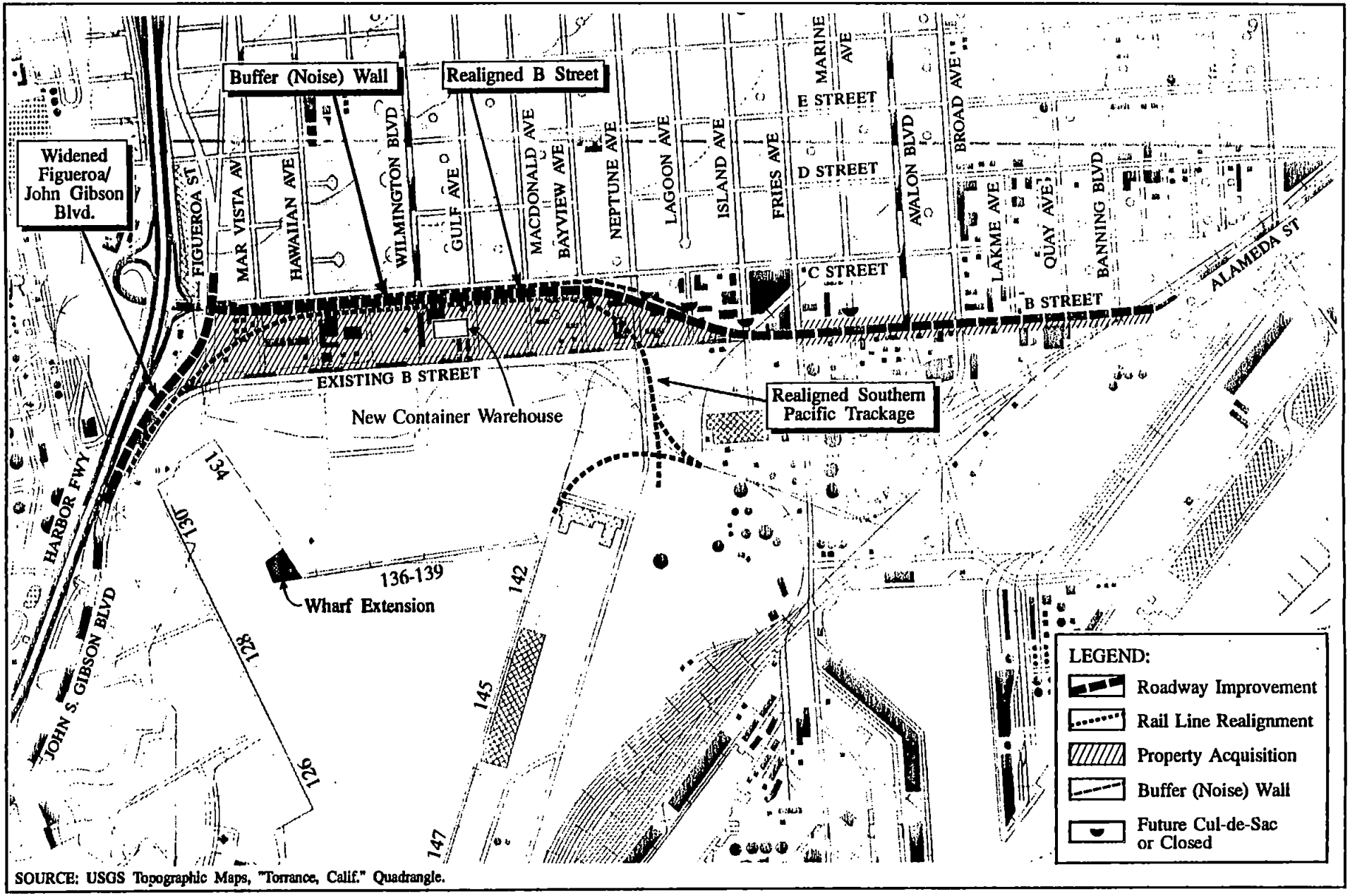
1/13/94(POL101)

Figure 2

N

LSA No Scale

Project Location Map



SOURCE: USGS Topographic Maps, "Torrance, Calif." Quadrangle.

12/3/92(POL101)

Figure 3

N

LSA

Scale in Feet

0 500 1000

Project Vicinity Map

The realignment, reconstruction and widening of B Street will also involve landscaping and lighting of the street. The specific details of both the lighting and landscaping plans will be determined during detailed engineering design.

Reconstruction of B Street Between Broad Avenue and Alameda Street

The proposed project will address only the reconstruction and widening of B Street along the southern half of B Street between Broad Street and Alameda Street. The northern half of B Street is within the City's redevelopment agency jurisdiction. A small strip of right-of-way will be required along the southern side of B Street between Broad Street and Alameda Street.

Noise (Buffer) Barrier Construction

A proposed noise (buffer) barrier is planned between the realigned B Street and C Street from Figueroa Street to Neptune Avenue. This barrier will attenuate noise from the realigned B Street and rail realignment. A bicycle path is also proposed between the barrier and the reconstructed C Street.

Realignment, Reconstruction and Widening of Figueroa Street/John S. Gibson Boulevard

Figueroa Street/John S. Gibson Boulevard will be reconstructed and widened from existing C Street to approximately 1,000 feet south of C Street. Additional right-of-way will be required for this widening.

Southern Pacific Trackage Realignment

The Southern Pacific main line trackage that serves the San Pedro District will be realigned northerly and parallel to the realigned B Street between John S. Gibson Boulevard and Lagoon Avenue. The new trackage will be located approximately 30 feet south of the southern curb of the realigned B Street.

Condemnation and Acquisition of Properties

The area between existing B Street and existing C Street from Figueroa Street to Neptune Avenue will be purchased by the Port for expansion of the existing container terminal backlands located at Berths 136-139. Of the 186 lots within the acquisition area, the Port currently owns 72 lots. The remainder of the lots (114) will be acquired to construct the proposed project. Some of this area will also be required for the realigned B Street right-of-way and Southern Pacific trackage easement. Right-of-way will also be required between Neptune Avenue and Broad Street. The amount of right-of-way required within this segment varies, as B Street transitions back to the old alignment. A small strip of right-of-way will be required along the southern side of B Street between Broad Street and Alameda Street. Within the area between

Figueroa Street and Alameda Street, LAHD currently owns many of the properties to be acquired. Those that are not owned and are required for either backland expansion, B Street realignment or widening will be acquired by the Port.

Right-of-way requirements between Figueroa Street and Alameda Street will involve the acquisition and relocation of various types of property. These properties include residential, vacant lots, businesses, light manufacturing and industrial. Not all acquisitions will require taking of the entire property. In some cases, only a small piece of land would be required, and no structures impacted. Therefore, the use of the property would not be affected. A detailed description of the number and type of properties affected is included in Section 3.7 of this document.

Expansion of the existing container terminal backlands located at Berths 136-139 is planned for the property acquisition area. Expansion of the backland area will increase the amount of cargo that can be moved through the terminal.

Right-of-way will also be required for the widening of Figueroa Street and John S. Gibson Boulevard. However, this property is currently owned by LAHD and, therefore, no new property acquisition is required within this segment.

Expansion of an Existing Container Terminal Backland

Expansion of the container terminal backland currently located at Berths 136-139 into the property acquisition area will provide additional space for backland operations and activities. Backland operations may include container storage and chassis storage. As part of this expansion, a container freight warehouse may be constructed to allow repackaging of break bulk cargo for distribution.

Extension of Existing Wharf at Berth 136

The existing wharf at Berth 136 would be extended to increase the efficiency of the Berths 136-139 container terminal, and of the Port overall, by allowing containerized cargo to be transported utilizing larger, more efficient vessels. Implementation of the proposed project would enable two 40,000 dead weight ton (DWT) vessels to berth at the Berths 136-139 container terminal simultaneously.

Relocation and Replacement of Utilities

The proposed project will relocate and replace many of the utilities that are currently located either adjacent to B Street, in the area between old and new B Street, or adjacent to Figueroa/John S. Gibson Boulevard. Such utilities may include sewer lines, storm drains, water mains, telephone lines, and gas and electricity.

PROJECT ALTERNATIVES

CEQA requires that an EIR include a discussion of reasonable project alternatives that are "capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly" (CEQA Section 15126(d)(3)).

The project alternatives to be evaluated in the EIR include the following:

1. No Project Alternative

Under the No Project Alternative, B Street would not be realigned, and the existing uses that currently occupy the area between existing B and C Street would continue to operate as they have in the past. As a result, this alternative would not realize any of the objectives identified above. The No Project scenario will be evaluated for a future year condition, which assumes build out of other committed Port and local community projects. As discussed in Chapter 4.0 of this EIR, this alternative would result in a similar degree of impacts; however, this alternative does not accomplish any other project objectives and is not considered feasible.

2. Improvement of B Street with No Realignment

This project alternative would eliminate the realignment of both B Street and the Southern Pacific trackage, as well as eliminate reconstruction of the southern side of C Street, but would include widening and improvement of B Street in its current location. The alternative would also include the realignment and reconstruction of Figueroa Street/John S. Gibson Boulevard. The expansion of the container terminal backlands would also be eliminated from the project under this alternative. As discussed in Chapter 4.0 of this EIR, this would result in greater environmental impacts than the proposed alternative, does not accomplish most of the project objectives, and is not considered feasible.

3. Off-Site Alternatives

An evaluation was conducted to determine whether an off-site alternative is available or feasible for this project. Possible alternatives included rerouting Port truck traffic onto a different roadway and expanding the container terminal operations at another location within the Port. However, none of these off-site alternatives allowed for the attainment of the primary project objective of improving the east/west truck transportation corridor between Figueroa and Alameda Streets. Off-site alternatives were, therefore, considered, but rejected from further analysis.

SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Table A summarizes the potentially significant adverse impacts of the proposed project, as well as proposed mitigation measures of each affected environmental category.

Table A - Summary of Significant Adverse Impacts and Mitigation Measures

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance After Mitigation	Monitoring Program Responsibility*
Earth/Geology	Liquefaction, ground shaking and ground acceleration from major earthquakes would damage facilities.	*1-1 Incorporate Earthquake Resistant Design* Comply with building codes and incorporate earthquake resistant design into new facility.	Significant	LAHD/Contractor Construction Specifications
Transportation/ Circulation/Land Use	Construction truck traffic may effect local circulation.	*3-1 Detour Plan* Prepare a Detour Plan as part of the City of Los Angeles Dept. of Public Works "B" Permit process. Assure that Detour Plan is followed.	Insignificant	LAHD/Contractor Prior to construction and upon completion of construction
	Construction truck traffic may effect local circulation.	*3-2 Haul Routes* Prepare a Haul Route Plan for export materials as part of the City of Los Angeles Dept. of Building and Safety grading permit. The proposed Plan will prohibit trucks from traveling along C Street.	Insignificant	LAHD/Contractor Prior to construction and upon completion of construction
Air Quality and Meteorology/Land Use	NOx emissions during construction and operation activities exceed criteria pollutant threshold levels.	*4-1 Construction Equipment Tune* Maintain construction equipment engines in proper tune in accordance with manufacturers specifications.	Significant	LAHD/Contractor Prior to construction and annually during construction
	NOx emissions during construction and operation activities exceed criteria pollutant threshold levels.	*4-2 Carpool* Encourage ridesharing and mass transit among construction personnel.	Significant	LAHD/Contractor Prior to construction and annually during construction

* LAHD will be responsible for ensuring implementation of all mitigation measures before, during and upon completion of construction.

Table A - Summary of Significant Adverse Impacts and Mitigation Measures

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance After Mitigation	Monitoring Program Responsibility*
	NOx emissions during construction and operation activities exceed criteria pollutant threshold levels.	*4-3 Stage II Smog Alert* Discontinue construction during Stage II Smog Alerts in Source Receptor Area 4.	Significant	LAHD/Contractor Prior to construction and subsequent to Stage II smog alerts in Source Receptor Area 4
		4-4 Engine Timing Retard Implement use of engine timing retard of diesel engines for construction vehicles and equipment.	Significant	LAHD/Contractor Prior to construction and biannually during construction
	Project and cumulative NO_x and CO emissions exceed threshold criteria.	*4-5 Clean Fuel on Dock Equipment* Investigate opportunities to incorporate clean fuel on-dock mobile equipment into terminal operations.	Significant	LAHD/Terminal Lessee Annually
Noise/Land Use	Phase II and III of construction will result in significant noise levels.	*5-1 Construction of Noise Barrier* Construct the noise barriers as occur as early as feasible in Phase II to reduce potential construction noise impacts.	Significant	LAHD/Contractor Construction specifications
	Phase II and III of construction will result in significant noise levels.	*5-2 Equipment Selection* Utilize the quietest construction equipment feasible. All internal combustion powered equipment shall be equipped with properly operating mufflers.	Significant	LAHD/Contractor Prior to construction and annually during construction

* LAHD will be responsible for ensuring implementation of all mitigation measures before, during and upon completion of construction.

Table A - Summary of Significant Adverse Impacts and Mitigation Measures

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance After Mitigation	Monitoring Program Responsibility*
	Phase II and III of construction will result in significant noise levels.	*5-3 Electrical Generators* Where feasible, obtain electrical power from the local power grid to avoid the use of portable generators.	Significant	LAHD/Contractor Prior to construction and annually during construction
	Phase II and III of construction will result in significant noise levels.	*5-4 Disturbance Coordinator* Designate a disturbance coordinator responsible for responding to noise complaints. Post notices on how to contact this person on the construction site.	Significant	LAHD/Contractor Prior to construction and annually during construction
Housing and Business Relocation	Displacement of 9 residences and 43 businesses in the community of Wilmington.	*7-1 Relocation Protocols* Comply with existing City protocols for implementing federal and State relocation regulations.	Insignificant	LAHD/Contractor Prior to construction and upon completion of property negotiations
Human Health/ Hazardous Waste and Materials	Accidental damage to site remediation efforts during construction that may cause a release of hazardous materials.	*9-1 Remedial Designs* If remedial designs and activities are implemented, project design will be reviewed and modified, as appropriate, to accommodate site remediation.	Insignificant	LAHD/Contractor Construction Specifications
	Accidental damage to site remediation efforts during construction that may cause a release of hazardous materials.	*9-2 Remedial Designs* Detail all remediation activities and features (i.e., monitoring well locations) at the project site in grading and construction plans. Prior to the start of construction, the contractor shall be notified regarding any remediation activities being conducted and features requiring special attention during construction.	Insignificant	LAHD/Contractor Prior to construction and annually during construction

* LAHD will be responsible for ensuring implementation of all mitigation measures before, during and upon completion of construction.

Table A - Summary of Significant Adverse Impacts and Mitigation Measures

Environmental Category	Potentially Significant Adverse Impacts	Mitigation Measures	Significance After Mitigation	Monitoring Program Responsibility*
	Expose on-site construction workers to environmental contamination.	*9-3 Worker Exposure* Prepare a construction Health and Safety Plan addressing the emergency response requirements of an accidental release of hazardous materials, detailing the potential hazards at the site, personnel training requirements, and personnel protective equipment.	Insignificant	LAHD/Contractor Prior to construction and upon completion of construction
Cultural Resources	Potential to uncover paleontological fossils and archaeological resources at the project site.	*10-1 Fossils and Archaeological Resources* Report all uncovered fossils to officials	Insignificant	LAHD/Contractor During construction if resources are encountered and upon completion of construction
Aesthetics/Land Use	Increased project light and glare from terminal lighting.	*11-1 Terminal Lighting* Direct lighting away from sensitive receptors	Insignificant	LAHD/Contractor Incorporation into design and include in construction specifications
Public Services, Utilities and Infrastructure	Disposal of excess material capacity may incrementally reduce landfill capacity.	*12-1 Removal Plan* Prepare a Removal Plan as part of the City of Los Angeles "B" Permit process to deliver asphalt and concrete to POLA crushing and re-use site.	Insignificant	LAHD/Contractor

* LAHD will be responsible for ensuring implementation of all mitigation measures before, during and upon completion of construction.

DISTRIBUTION OF THE DEIR

LAHD distributed the DEIR to 49 public agencies and interested parties for public review on September 30, 1994. Appendix I contains the distribution list of the DEIR. In addition, property owners were notified of the availability of the DEIR. Copies of the DEIR were available for public review at the City of Los Angeles Central Library, Wilmington and San Pedro Branch Libraries, and the City of Long Beach Main Branch Library.

FEIR CONTENTS

Section 1 of the FEIR includes written comments received on the DEIR. Responses to written comments on the DEIR are provided in Section 2. Section 3 includes changes and corrections to the DEIR as a result of the public review process.

SECTION 1 WRITTEN COMMENTS ON THE DEIR

SECTION 1 WRITTEN COMMENTS ON THE DEIR

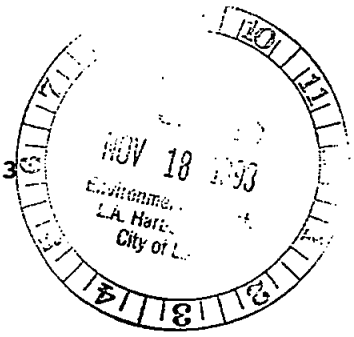
The California Environmental Quality Act (CEQA) provides the opportunity for any person, organization or government agency to submit comments to a Lead Agency concerning any environmental effects of a project being considered by the Lead Agency. CEQA requires the Lead Agency to evaluate environmental comments and prepare written responses to those comments. A public comment period on the proposed project was held between September 30, 1993, and November 15, 1993. Fifteen letters were received in response to the Draft EIR. Comments were directed primarily toward environmental impacts created by the construction and implementation of the project. The full letters of comment received from agencies, property owners and interested parties are included in this section. Individual comments contained within the letters have been numbered to correspond with the responses profiled in Section 2.0 of this EIR.

The following is a list of agencies, property owners and interested parties who responded to the Draft Environmental Impact Report.

- State Office of Planning and Research
- California Department of Transportation (Caltrans)
- State Department of Construction
- Regional Water Quality Control Board - Los Angeles Region
- Southern California Association of Governments (SCAG)
- City of Los Angeles
  - Department of City Planning
  - Department of Transportation
  - Department of Public Works
  - Community Redevelopment Agency
  - Fire Department
- City of Long Beach
- County of Orange
- Port of Long Beach
- Daum Commercial Real Estate Services
- Exxon Company, U.S.A.

The LAHD transmitted responses to each commenting agency or interested party on January 28, 1994. The transmittal letters are included as Appendix II.

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO, CA 95814



November 16, 1993

DONALD RICE
PORT OF LOS ANGELES
425 SOUTH PALOS VERDES STREET
SAN PEDRO, CA 90733-0151

Subject: B STREET REALIGNMENT SCH #: 92021075

Dear DONALD RICE:

The State Clearinghouse has submitted the above named draft Environmental Impact Report (EIR) to selected state agencies for review. The review period is now closed and the comments from the responding agency(ies) is(are) enclosed. On the enclosed Notice of Completion form you will note that the Clearinghouse has checked the agencies that have commented. Please review the Notice of Completion to ensure that your comment package is complete. If the comment package is not in order, please notify the State Clearinghouse immediately. Remember to refer to the project's eight-digit State Clearinghouse number so that we may respond promptly.

Please note that Section 21104 of the California Public Resources Code required that:

> "a responsible agency or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency."

1

Commenting agencies are also required by this section to support their comments with specific documentation.

These comments are forwarded for your use in preparing your final EIR. Should you need more information or clarification, we recommend that you contact the commenting agency(ies).

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact at (916) 445-0613 if you have any questions regarding the environmental review process.

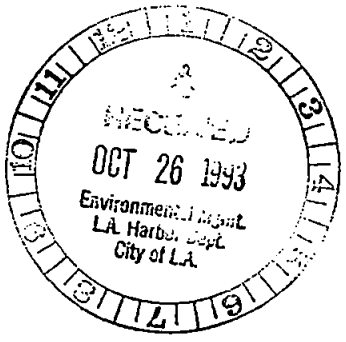
Sincerely,

Christine Kinne

Christine Kinne
Deputy Director, Permit Assistance

Enclosures
cc: Resources Agency

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606
TDD (213) 620-3550



October 21, 1993

Mr. Donald Rice
Port of Los Angeles
425 Palos Verdes Street
P.O. Box 151
San Pedro, CA 90733-0151

IGR/CEQA 10014
DEIR
B Street Realignment
Project
Vic. LA-110-1.05

Dear Mr. Rice:

We have reviewed the above referenced document in regards to the realignment and construction of B Street between Figueroa Street and Island Avenue, in the City of Los Angeles.

Based on the information received, we offer the following comments:

1. On page 3-31, under the title "Setting", and on page 3-47 under the title "Trip Generation"; the intersection of Figueroa street/C Street and Route 110 ramps is erroneously identified as being signalized. This intersection is not signalized. 2

2. The curb return radius at Route 110 off-ramp to Figueroa Street must be altered to provide for truck turns. 3

Should you have any questions please call me at (213) 897-1338.

Sincerely;

Wilford Melton

WILFORD MELTON
Senior Transportation Planner
IGR/CEQA Coordinator
Advance Planning Branch

JP

State of California **THE RESOURCES AGENCY OF CALIFORNIA**

M E M O R A N D U M

To: Mr. Douglas P. Wheeler
Secretary For Resources

Date: November 2, 1993

Mr. Donald Rice
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90733

11-15-93

From: **Department of Conservation**
Office of Governmental and Environmental Relations

Subject: Draft Environmental Impact Report (DEIR) for the B Street Realignment and Widening and Container Terminal Backland Expansion. **SCH #92021075**

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the DEIR for the proposed project and submits the following comments for your consideration.

The proposed project is located within the administrative boundaries of the Wilmington oil field. Our records indicate that there are several active, idle, and abandoned oil wells located within and in proximity to the project boundaries. The DEIR statement 3.9.3, Construction Impacts, Phases II and III, mentions that approximately twelve oil wells will be closed, abandoned, relocated or consolidated prior to beginning construction but, in another statement within the same section, the discussion mentions that twelve wells will be decommissioned and their existing pipelines abandoned. The document is not clear on the proposed action in regard to the wells.

To ensure proper review of building projects within the subject area, the Division has available an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure". The packet outlines the information that a project developer must submit to the Division for review. Developers should contact the local building department for a copy of the site review packet. 4

If any structure is to be located over or in the proximity of a previously plugged and abandoned well, there is the possibility that the well may need to be plugged and abandoned to current Division specifications. Section 3208.1 of the Public Resources Code (PRC) authorizes the State Oil and Gas Supervisor (Supervisor) to order the plugging and reabandonment of any previously plugged and abandoned well when construction of any structure over or in the proximity of the well could result in a hazard. The cost of plugging and reabandonment operations is the responsibility of the owner of the property upon which the structure will be located.

Under Section 3208.1 of the PRC, the plugging and reabandonment responsibilities of the owner/developer of a property upon which a structure will be located need extend no further than the property boundaries. However, if a well requiring plugging and reabandonment is on an adjacent property and near the common property line, the Division recommends that the structure be set back sufficiently to allow future access to the well.

Furthermore, if any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office in Long Beach must be contacted to obtain information on the requirements for and approval to perform remedial operations.

Although the possibility for future problems from oil and gas wells that have been plugged and abandoned or reabandoned to the Division's current specifications are remote, we, nevertheless, suggest that a diligent effort be made to avoid building over any plugged and abandoned well. If construction over a plugged and abandoned well is unavoidable, we suggest that an adequate gas venting system be placed over the well.

Any idle wells within the project area should be plugged and abandoned unless adequate provisions are taken to ensure that operators have access to these wells. 4

Periodic maintenance of the active oil and gas wells will be an ongoing activity until the wells are plugged and abandoned; therefore, adequate provisions should be taken to ensure that mobile rigs have access to the wells.

No building intended for human occupancy should be located near any active well unless suitable safety and fire protection measures and setback are approved by the local fire department.

Prior to commencing operations, the project applicant should consult with the Division district office in Long Beach for information on the wells located in the project area. Written approval from the Supervisor is required prior to drilling, reworking, injecting into, plugging or abandoning any well.

If you have any questions, please feel free to contact Richard Corbaley or Edward Santiago at the Division district office in Long Beach. The address is 245 West Broadway, Suite 475, Long Beach, CA 90802; phone (310) 590-5311.

Deborah L. Herrmann

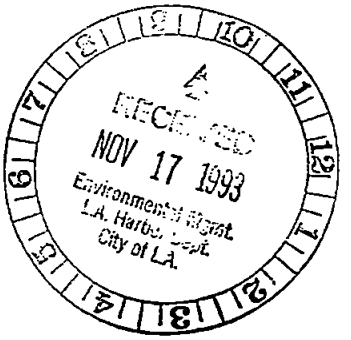
Deborah L. Herrmann
Environmental Program Coordinator

cc: Edward Santiago, Division of Oil, Gas, and Geothermal Resources, Long Beach
Michael Stettner, Division of Oil, Gas, and Geothermal Resources, Sacramento

STATE OF CALIFORNIA PETE WILSON, *Governor*

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD—
LOS ANGELES REGION
101 CENTRE PLAZA DRIVE
MONTEREY PARK, CA 91754-2156
(213) 266-7500

November 15, 1993



Mr. Donald W. Rice
Director of Environmental Management
Port of Los Angeles
425 S. Palos Verdes Street
San Pedro, CA 90731

**DRAFT ENVIRONMENTAL IMPACT REPORT
B STREET REALIGNMENT AND WIDENING, CONTAINER TERMINAL BACKLAND EXPANSION (STATE CLEARINGHOUSE NUMBER - 92021075)**

We have reviewed the subject document regarding the B Street realignment project in the Port of Los Angeles and have the following comments.

According to "Section 1.4.8 Extension of Existing Wharf at Berth 136" (page 1-13), you mentioned that extension of the wharf will involve piling activities. These activities are subject to the State Water Resources Control Board's Section 401 water quality certification. In addition, we recommend that the turbidity impact and the mitigation measures (e.g., proper disposal of sediment resulting from piling, silt curtain for turbidity control,...etc.) to minimize such an impact should be addressed since the turbidity impact is significant (even if it is a short term impact). 5

In "Table 2.1.A - Responsibilities of Agencies Expected to Use this EIR" (page 2-2), U. S. Army Corps of Engineers (federal agency) should be included for wharf construction activities which are regulated under Rivers and Harbors Act (Section 10 for work on structures in navigable waters). 6

The excavated material should be characterized before transferring and using it as fill material due to the evidence of hazardous material released by historical operations on some of the site. Prior to inland disposal of excess excavated material (approximately 31,000 cubic yards during Phase II of project implementation), other than that used as backfill, approval of waste discharge requirements from the Regional Water Quality Control Board is required for disposal of non-hazardous soils. 7

Thank you for this opportunity to review your document. If you have any questions, please call Rebecca Chou at (213) 266-7607.

J. MICHAEL LYONS
Chief, Surveillance Unit

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
818 West Seventh Street,12th Floor • Los Angeles, California 90017-3435 □ (213) 236-1800 • FAX (213) 236-1825

October 1, 1993

OCT 5
Environmental
L.A. Harbor
City of L.A.

Mr. Donald Rice
Los Angeles Harbor Department
425 S. Palos Verdes St.
P.O. Box 151
San Pedro, CA 90733-0151

RE: SCAG Clearinghouse #: I9300486
Project Title: B Street Realignment & Widening/Container Terminal Backland Expansion.

Dear Mr. Rice:

We have reviewed the above referenced document and determined that it is not regionally significant per Areawide Clearinghouse criteria. Therefore, the project does not warrant clearinghouse comments at this time. Should there be a change in the scope of the project, we would appreciate the opportunity to review and comment at that time.

A description of the project will be published in the October 15, 1993 Intergovernmental Review Report for public review and comment. 8

The project title and SCAG number should be used in all correspondence with SCAG concerning this project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact Maureen Farley at (213) 236-1886.

Sincerely,

Eric H. Roth

ERIC H. ROTH
Manager, Intergovernmental Review

Gaddi Vasquez Orange County-President, Stella Mendoza City of Brawley-First Vice President, Ed Edelman Los Angeles County-Second Vice President, John Longville City of Rialto-Past President • Richard Alarcon City of Los Angeles, Richard Alatorre City of Los Angeles, Robert Bartlett City of Monrovia, George Bass City of Bell, Ronald Bates City of Los Alamitos, George Battey, Jr. City of Burbank, Hal Bernson City of Los Angeles, Walter Bowman City of Cypress, Marvin Braude City of Los Angeles, Susan Brooks City of Rancho Palos Verdes, Art Brown City of Buena Park, Yvonne Brathwaite-Burke Los Angeles County, Jim Busby, Jr. City of Victorville, Bob Buster Riverside County, Laura Chick City of Los Angeles, John Cox City of Newport Beach, Cynthia Crothers City of Moreno Valley, Elmer Digneo City of Loma Linda, Richard Dixon City of Lake Forest, Douglas Drummond City of Long Beach, Jerry Eaves San Bernardino County, John Ferraro City of Los Angeles, John Flynn Ventura County, Terry Frizzel City of Riverside, Ruth Galanter City of Los Angeles, Sandra Genis City of Costa Mesa, Jackie Goldberg City of Los Angeles, Candace Haggard City of San Clemente, Garland Hardeman City of Inglewood, Robert Hargrave City of Lomita, Mike Hernandez City of Los Angeles, Nate Holden City of Los Angeles, Robert Jamison City of Artesia, Jeff Kellogg City of Long Beach, Jim Kelly City of South El Monte, Richard Kelly City of Palm Desert, Bob Kuhn City of Glendora, Abbe Land City of West Hollywood, Darlene McBane City of Agoura Hills, John Melton City of Santa Paula, Barbara Messina City of Alhambra, Judy Mikels City of Simi Valley, David Myers City of Palmdale, Kathryn Nack City of Pasadena, Bev Perry City of Brea, Gwenn Norton-Perry City of Chino Hills, Ronald Parks City of Temecula, Irv Pickler City of Anaheim, Michael Plisky City of Oxnard, Beatrice Proo City of Pico Rivera, Larry Rhinehart City of Montclair, Dick Riordan City of Los Angeles, Mark Ridley-Thomas City of Los Angeles, Albert Robles City of South Gate, Sam Sharp Imperial County, Rudy Svorinich City of Los Angeles, Bob Stone City of Bellflower, Thomas Sykes City of Walnut, Jeff Thomas City of Tustin, Laury Tully-Payne City of Highland, Joel Wachs City of Los Angeles, Rita Walters City of Los Angeles, Evelyn Wells City of Lynwood, Judy Wright City of Claremont, Zev Yaroslavsky City of Los Angeles •

CITY PLANNING COMMISSION

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(213) 485-5071

CITY OF LOS ANGELES
CALIFORNIA

RICHARD J. RIORDAN
MAYOR

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OCT 20 1993
Environmental
L.A. Harbor Dept.
City of L.A.

October 18, 1993

Mr. Donald W. Rice
Director of Environmental Management
Port of Los Angeles
P.O. Box 151
San Pedro, CA 90733-0151

RE: LOS ANGELES HARBOR DEPARTMENT - B/C STREET REALIGNMENT PROJECT

Thank you for the opportunity to review the Draft Environmental Impact Report for the LAHD - B/C Street Realignment Project. The Los Angeles City Planning Department has the following comments to make:

1. The project is located within the Wilmington-Harbor City District Plan which was adopted by the City Council on June 15, 1989. The District Plan designates "B" street as a Super Truck Route, with a bikeway running parallel to the proposed realignment of "B" street from Figueroa Street to Avalon Boulevard. It is the intent of the Plan to encourage the use of these routes as major truck arterials and discourage trucks from using other streets. 9

2. The realignment of "B" street is in conformance with the District Plan which specifically recommends "The construction of a new east-west highway easterly of Figueroa Street to replace the existing "B" Street alignment, which is to be separated from the community by a 20-foot wide landscaped noise buffer and wall, and will allow for the vacation of unneeded north-south Local Streets south of "C" Street and a portion of "B" Street west of Broad Avenue for Port related development including Wilmington Boulevard and Neputune Avenue." 10

3. In order to contribute to the process of oxygen regeneration and cleansing of the air of harmful particulates, the landscaping of the 20-foot wide buffer above should be chosen 11

for air quality enhancement. The trees used in this landscaping should be selected for their ability to maximize air quality benefits including absorption of gasses that may contribute directly or indirectly to atmospheric warming as well as a view to their long term maintenance requirements. 11

3. The Wilmington-Harbor City District Plan recommends coordination with the California Department of Transportation on the reconfiguration of the Harbor Freeway on and off ramps at "C" Street to link with the proposed highway realignment of "B" Street in order to handle traffic movements more efficiently and safely. 12

4. The District Plan also recommends the realignment of the San Pedro Branchline railroad to parallel the proposed realignment of "B" Street from Figueroa Street to the vicinity of Banning Boulevard. 13

5. There are currently no other specific plans or interim controls in effect to which this proposed project would be subject. 14

These comprise our comments on this project. If you have any questions, please refer them to Nancy Scrivner at (213) 485-6647.

Very truly yours,

Melanie S. Fallon.

MELANIE S. FALLON
Deputy Director

MF:GDL:GM:JY:NS/

A:LTR-0002

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE



Date: October 22, 1993

To: Betsy Mitchell, Environmental Scientist
Port of Los Angeles

From: T. K. Prime, Senior Transportation Engineer
Department of Transportation

SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT - B STREET REALIGNMENT & WIDENING/CONTAINER TERMINAL BACKLAND EXPANSION

The Los Angeles Department of Transportation (LADOT) has reviewed the transportation section of the draft environmental impact report (DEIR) and appendices for the *B Street Realignment & Widening/Container Terminal Backland Expansion Project.* Appendix F, *Transportation and Circulation Technical Report*, includes two traffic impact analyses: *B Street Realignment Traffic Impact Analysis* and *B Street Realignment Traffic Impact Analysis Supplement: Interim 1997 Condition Analysis*. The first analysis evaluates the project traffic impacts using a horizon year of 2010 while the latter examines the impacts in 1997 when the realigned B Street is expected to be open. Results from these analyses were summarized in Section 3.3 of the DEIR.

The 2010 traffic analysis assumes that the Alameda Corridor will be completed by the year 2000. The forecast of future traffic circulation and access in the surrounding area along B Street was taken from the Consolidated Transportation Corridor model which was used to assess the impacts of various design alternatives for the Alameda Corridor project. In an article published on September 2 by the *Los Angeles Times*, we have learned that the Los Angeles Board of Harbor Commissioners ended negotiations with the Southern Pacific Railroad Company over the acquisition of the Southern Pacific Railroad right-of-way along the Alameda Corridor. In light of this and the anticipated completion date of this project by 1997, we focused our review on the *Traffic Impact Analysis Supplement: Interim 1997 Condition Analysis* report which excludes the Alameda Corridor Project. 15

Significant Traffic Impact Criteria

The DEIR (p. 3-2, p. 3-40, p. 29 of Appendix F, and p. 12 of *Traffic Impact Analysis Supplement: Interim 1997 Condition Analysis*) uses significant traffic impact criteria that are more liberal than LADOT's standards. A previous version of the Significant Transportation 16

traffic impact analyses contained in both reports did not adhere to that definition. Attached is a copy of the current version of LADOT's Significant Transportation Impact (STI) definition. Using the latest version of the definition of STI, the following intersections are significantly impacted by the project:

Year 1997 Scenario

1. Figueroa Street/Pacific Coast Highway
2. Figueroa Street/Anaheim Street
3. Figueroa Street/John S. Gibson Boulevard-B Street

Year 2010 Scenario

1. Figueroa Street/Pacific Coast Highway
2. Figueroa Street/Anaheim Street
3. Figueroa Street/John S. Gibson Boulevard-B Street
4. Fries Avenue/B Street

16

Mitigation measures to reduce traffic impacts for these intersections to insignificant levels (with the exception of Figueroa Street/John S. Gibson Boulevard-B Street intersection) should be identified and recommended in the report. LADOT's Design Division is currently reviewing a proposed geometric layout beginning just south of the intersection of Figueroa Street/John S. Gibson Boulevard-B Street and ending just east of B Street/Hawaiian Avenue. As a result of the berths expansion and the realignment of B Street, traffic accessing the expanded berths and traversing between the Wilmington and San Pedro communities will be influenced by the geometric designs on B Street and on John S. Gibson Boulevard, and by signal operations at the intersections of John S. Gibson Boulevard/B Street and Hawaiian Avenue/B Street.

Compliance with the Congestion Management Program (CMP)

CMP requires a transportation impact analysis (TIA) for all projects required to prepare an environmental impact report. Recent addition to the CMP guidelines includes a credit/debit system for comparing the transportation impacts and benefits of new projects such as the B Street Realignment. Local jurisdictions within the Los Angeles County are required to maintain an accurate account of yearly credits or debits. Therefore, the final EIR needs to be expanded and include these analyses in accordance with the latest CMP guidelines.

17

B Street Interim 1997 Condition Network Improvements

For the 2010 model analysis of the future scenarios, it was assumed that planned capital improvement projects in the project area would be financed and built by the year 2010. That

18

assumption for 2010 is questionable and definitely should not be made for the 1997 model analysis of the future scenarios. Given the current uncertainty of funding sources, limited availability of funds and competitiveness of projects, it is recommended that planned but unfunded improvement projects be removed from the list. Revised peak hour traffic volume forecasts for the year 1997 are required. Levels of service calculations for the study area intersections need to be reexamined. 18

Construction Traffic Impacts

The discussion on construction traffic on page 3-41 of Section 3.3 and on page 36 of Appendix F incorrectly suggests that 50 employee inbound and outbound trips would not significantly impact local intersections. For a 2-phase signalized intersection, if the 50 trips travel along a critical movement, an increase of 50 trips in the critical volume would increase the intersection V/C ratio by 0.03 using the Critical Movement Analysis (CMA) method. This would be significant for an intersection with a "no build" LOS at 'D' or worse in accordance with LADOT's criteria. Please modify these statements. If LADOT identifies additional measures that will improve traffic circulation during construction, the Port of Los Angeles should implement those measures. 19

Additional comments on the draft are as follows:

1. Page 3-31, 4th paragraph, *DEIR* - Revised "collected by Los Angeles Department of Transportation during 1990" to "collected by Los Angeles Department of Transportation from 1987 to 1991". 20

2. Page 6, "C Street", Appendix F, *Traffic Impact Analysis* - The discussion on C Street incorrectly states that the intersection of C Street/Figueroa Street is currently signalized. 21

3. Page 30, Appendix F, *Traffic Impact Analysis* - List source of daily arterial LOS C capacity values. Generally, LADOT considers "daily capacity" values to be meaningless and misleading. If peak hour arterial LOS values are available, LADOT prefers that they be listed in the report. 22

4. Page 33, last paragraph, Appendix F, *Traffic Impact Analysis* - Revised "0.04 ICU" to "0.04 in v/c ratio". 23

5. Figure 3.3.7 of Section 3.3 and Figure 10 of Appendix F - Replace B Street/Figueroa Street and John S. Gibson Boulevard conceptual striping plan with the latest design recommended by LADOT. 24

6. Page 6, *Interim 1997 Condition Analysis* - Replace "Coast Highway" with "Pacific Coast 25

Highway".

7. Table C, *Interim 1997 Condition Analysis* - PM Peak LOS for I-110 SB Off-ramp Figueroa Place/I Street (V/C=0.93) is incorrectly indicated as 'F'. 26

8. The section *Findings and Mitigations* (p. 15-17) of *Interim 1997 Condition Analysis* should be revised to be consistent with section *Mitigation Measures* (p. 37-38) of *Traffic Impact Analysis*. 27

9. Appendix A of *Interim 1997 Condition Analysis* - Replace information on Highway Capacity Manual's signalized intersection LOS definitions with CMA's. 28

10. Appendix B of *Interim 1997 Condition Analysis* - Add discussion clarifying that the 1990 trip table was not actually based on existing 1990 data but was developed by interpolating between 1987 and 2010 SCAG trip tables. 29

If you have any questions, please call Benjamin Chan or Richard Chu of my staff at (213) 237-0645.

BKC/RC:rc
bst_cmt2.wp
Attachment

ATTACHMENT

LOS ANGELES DEPARTMENT OF TRANSPORTATION
SIGNIFICANT TRANSPORTATION IMPACT

1. A transportation impact on an intersection shall be deemed "significant" in accordance with the following table except as otherwise specified in a TSP, ICO or CMP:

Significant Transportation Impact

Level of Service	Final V/C Ratio	Project-Related Increase In V/C
C	>0.700 - 0.800	equal to or greater than 0.040
D	>0.800 - 0.900	equal to or greater than 0.020
E, F	>0.900	equal to or greater than 0.010

For purposes of this calculation, the "Final V/C Ratio" shall mean the future V/C ratio at an intersection considering impacts with project, ambient and related project growth but without proposed traffic mitigation. "Project-Related Increase in V/C" shall mean the change in V/C between the future V/C ratio with project, ambient and related project growth but without proposed traffic mitigation and the future V/C ratio with ambient and related project growth but without project and proposed traffic mitigation.

CITY OF LOS ANGELES
CALIFORNIA

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PUBLIC WORKS
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ENGINEERING
ROBERT S. HORII
CITY ENGINEER

650 SOUTH SPRING ST. SUITE 200
LOS ANGELES, CA 90014-1911

Date: NOV - 9 1993

Mr. Donald W. Rice
Director of Environmental Management
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, California 90733-0151

Mr. Rice:

COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR B STREET REALIGNMENT AND WIDENING/CONTAINER TERMINAL BACKLAND EXPANSION (SCH# 92021075)

Thank you for the opportunity to comment on the above referenced project. Following are the comments of the Bureau of Engineering:

On page 1-13, Project Construction Phasing, it says, "The acquisition of properties is to begin in January of 1993, and will be completed in 18 months." Since this is 1993, should the year be 1994? | 30

Table 2.4.A, Projects in the Proposed Vicinity, does not include the proposed Fries Avenue Storm Drain projects as requested in the Bureau's response to the Notice of Preparation dated March 30, 1992. | 31

On page 3-203 and 3-207, under Sewer, there is no mention of the existence of the Hawaiian and B wastewater pumping plant (PP# 677) located at 1220 West B Street. This pumping plant is located in the area of the proposed container terminal backland expansion. Access to the pumping plant must be maintained at all times during construction and during operation of the proposed project. | 32

As a reminder, a State General Construction Activity Stormwater Permit is required. You may obtain a permit application at the Bureau's Harbor District Office (638 South Beacon Street, Suite 400, San Pedro, 90731-3346). | 33

Any landscaping within the public right-of-way shall be done to the satisfaction of the Street Tree Division of the Bureau of Street Maintenance. | 34

For your information, there were no response letters found in Appendix C as noted on the title sheet. | 35

If you have any questions or require further information, please contact Dorothy Mahoney at (213) 847-8698.

Sincerely,

ROBERT S. HORII
City Engineer

By Andres Santamaria

ANDRES SANTAMARIA
Division Engineer
Project Management Division

Post-it™ brand fax transmittal memo 7671	# of pages ▶
To Betsy Mitchell	From Dorothy Mahoney
Co. Environmental	Co. Bureau of Engineering
Dept. Harbor	Phone # (213) 847-8698
Fax # (310) 831-0439	Fax # (213) 847-8689

Community Redevelopment Agency

of the City
of Los Angeles

354 South Spring Street
Suite 800
Los Angeles
California 90013-1258

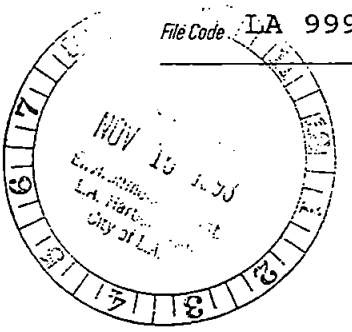
213 977 1600

Telecopier
Number 213 977 1665

ENGINEERING FAX
(213) 977-2664

Date NOV 12 1993

File Code LA 9990



Mr. Donald W. Rice
Director of Environmental Management
Port of Los Angeles
425 S. Palos Verdes Street
San Pedro, CA 90733-0151

SUBJECT: LA Harbor Industrial Center Redevelopment Project Draft EIR for the LAHD B/C Street Realignment Project

Dear Mr. Rice:



We appreciate the opportunity to review and provide comments on a project that is of importance to both the Port of Los Angeles and the Wilmington community, which includes the Los Angeles Harbor Industrial Center Redevelopment Project (also known as the Wilmington Industrial Park.)

As stated in the Draft EIR, the intent of the B Street Realignment project is to improve the east/west truck transportation corridor between Figueroa and Alameda Streets by providing a direct route and an improved roadway cross section. The B Street Realignment, as proposed, consists of the northerly realignment, reconstruction and widening of the street between Figueroa Street and Broad Avenue, which forms the westerly boundary of the Wilmington Industrial Park, and the reconstruction and widening of the south side of B Street between Broad Avenue and Alameda Street. The north side of B Street from Broad Avenue to Alameda Street, encompassing the entire southerly boundary of the Wilmington Industrial Park, would remain in its existing condition, thus creating a four-block gap where B Street would be at less than optimum conditions. 36

Agency staff supports the B Street Realignment Project, however, it also urges the Port to complete the widening of the northerly side to Alameda Street to fully realize the traffic circulation objectives of the Wilmington-Harbor City District Plan as related to the Port and the Wilmington community. Completing the gap at this time would not only minimize disruptions in west-bound vehicular and pedestrian traffic flow but would result in a uniform quality of improvements. Leaving part of the area declared blighted by the City below the standards established for the street would make conditions of the project more conspicuous and, therefore, impair redevelopment objectives.

Agency staff will be happy to continue working with the Port of Los Angeles staff towards the full improvement of B Street 37

Stanley Hirsh
Chairman

Frank C. Cardenas
Christine Essel
Bobbi Fiedler
Cynthia McClain-Hill
Peggy Moore
Shelby Jean Kaplan Sloan

Edward J. Avila
Administrator

along the Wilmington Industrial Park boundaries. In evaluating the current proposal we have noted that symmetrical continuation of the widening would require the demolition of a single-room-occupancy (SRO) residential building at the northeast corner of B Street and Broad Avenue and the relocation of its residents. We share the concern for retaining residential uses, particularly those resources serving the very low and low income population. Therefore Agency Engineering staff has developed an alternative that allows B Street to be fully improved between Broad Avenue and Alameda Street and retains the SRO residential building. This option involves a slight displacement of B Street to the south from a point easterly of Marine Avenue to Lakme Avenue, a distance of two blocks, and installation of curbs, gutters, sidewalks and street trees along both the north and south sides of B Street between Broad Avenue and Alameda Street. Agency staff believes that this option could meet Port objectives with regard to street capacity and image, would provide optimum improvements for the entire realigned segment of B Street and obviate the need to acquire an SRO residential use. A copy of this design option is enclosed. 37

CRA
LA

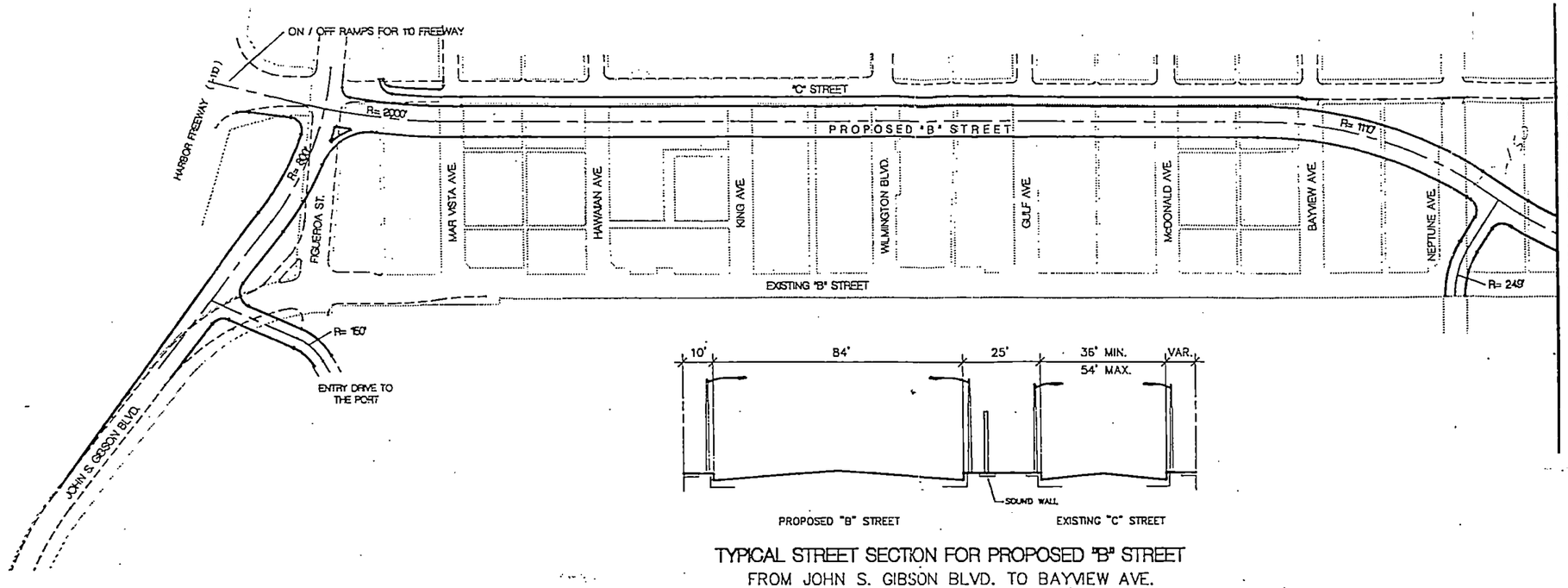
Finally, Agency staff offers its assistance to Port staff in developing relocation plans that encourage displaced businesses to relocate in the redevelopment project, thus retaining local businesses within the City and jobs within the local community. 38

Agency staff believes that the B Street Realignment project offers numerous potential benefits to the Port, the Wilmington Industrial Park and the surrounding community. We look forward to working with the Port towards the realization of the project. 39

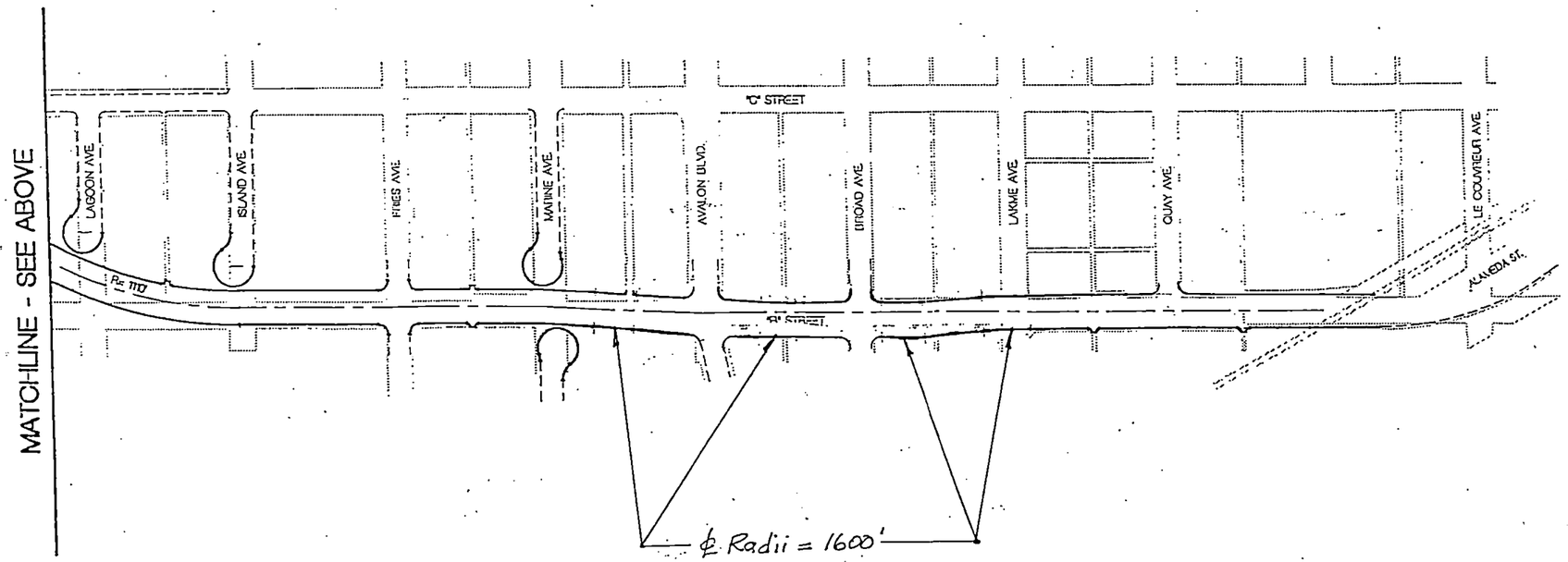
Please contact me or Mr. Jerry Gross if you have any questions or need further information.

Sincerely,

A. Jeffrey Skorneck
Project Manager



TYPICAL STREET SECTION FOR PROPOSED "B" STREET
FROM JOHN S. GIBSON BLVD. TO BAYVIEW AVE.



LEGEND

- PROPOSED CENTERLINES
- PROPOSED CURBS
- EXISTING RIGHT OF WAYS
- EXISTING CURBS

JULY 15, 1993 EXHIBIT D

PSOMAS

Psomas and Associates
3420 Ocean Park Boulevard
Santa Monica, California 90405
310/450-1217 310/452-7411 (FAX)

Engineers
Surveyors
Planners

WORLDPORT LA
"B" STREET REALIGNMENT (REVISED)

MASTER PLAN STREETS

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

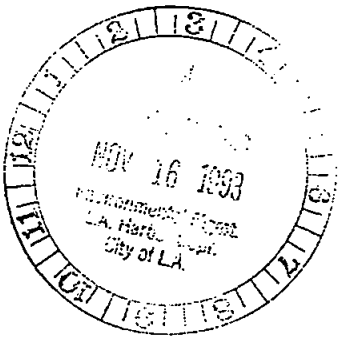
INTER-DEPARTMENTAL CORRESPONDENCE

November 15, 1993

TO: Donald W. Rice, Director of Environmental Management

FROM: Fire Department.

SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT "B" STREET ALIGNMENT PROJECT



The following items are of major concern to this Department and they should be included in the Final Environmental Impact Report.

All street intersections with a level of service of "E" or "F" decreases the level of fire protection and emergency medical service provided by this Department. 40

Adequate public and private fire hydrants shall be required.

Any commercial or industrial building must be within 300 feet of an approved fire hydrant.

Those portions of a fire lane 30 feet on either side of a private fire hydrant shall have a minimum clear roadway width of 28 feet. 41

The design, operation, location, and maintenance of any gates shall be to the satisfaction of the Fire Department. If a kiosk is utilized, a minimum 20 foot wide fire lane shall be provided on both ingress and egress to the property.

For any additional information, please contact our Hydrant Unit at (213) 485-5964.

DONALD O. MANNING
Chief Engineer and General Manager

Dal L. Howard, Assistant Fire Marshal
Bureau of Fire Prevention and Public Safety

DLH:ASM:lq/a:bstreet.wp

cc: Councilman Rudy Svorinich, Jr., Fifteenth Council District
Captain Robert McElroy, Harbor Industrial Unit
Environmental Affairs Commission
Fire Department Planning Section

CITY OF LONG BEACH

DEPARTMENT OF PLANNING & BUILDING

333 WEST OCEAN BLVD. • LONG BEACH, CALIFORNIA 90802

(310) 570-6458 Community & Environmental Planning Division

October 5, 1993

Donald W. Rice
Director of Environmental Management
WorldPort LA
425 S. Palos Verdes Street
San Pedro, CA 90733-0151

Subject: LAHD - B/C Street Realignment Project

Dear Mr. Rice:

Thank you for the opportunity to review the Draft EIR. 42

We have no comments at this time.

Sincerely,

Gerhardt H. Felgemaker
Environmental Planning Officer

GHF:jm

COUNTY OF ORANGE

ENVIRONMENTAL MANAGEMENT AGENCY
PLANNING

MICHAEL M. RUANE
DIRECTOR, EMA

THOMAS B. MATHEWS
DIRECTOR OF PLANNING

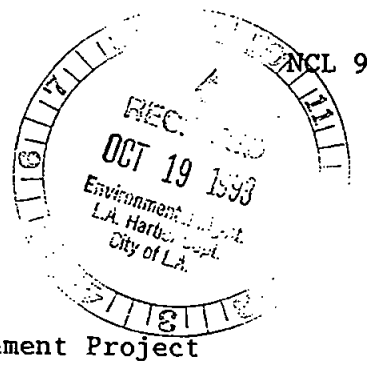
LOCATION :
300 N. FLOWER ST.
THIRD FLOOR
SANTA ANA, CA

MAILING ADDRESS :
P.O. BOX 4048
SANTA ANA, CA 92702-4048

TELEPHONE :
(714) 834-4643
FAX #: 834-2771
DPC: 834-4772

OCT 15 1993

NCL 93-115



Donald W. Rice
Director of Environmental Management
Port of Los Angeles
425 S. Palos Verdes Street
P.O. Box 151
San Pedro, CA 90733-0151

SUBJECT: DEIR for LAHD-B/C Street Realignment Project

Dear Mr. Rice:

Thank you for the opportunity to respond to the above referenced item. The County of Orange has no comment at this time. However, we would appreciate being informed of any further developments. 43

If you have any questions or need to contact us, please call Charlotte Harryman at (714) 834-2522.

Very truly yours,

Richard Bailey for

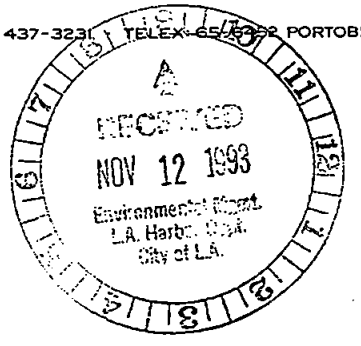
Kari A. Rigoni, Sr. Planner

FOR: Robert W. White, Manager
Environmental Planning Division

CH:tk(ldnc)
3101507573987

DUR | BKM
(1) (2)

The Port of Long Beach
"America's most Modern Port"
P. O. BOX 570 · LONG BEACH, CA 90801-0570 · TELEPHONES: (310) 437-0041 · FAX: (310) 437-3231 · TELEX 65[illegible] PORTOBEACH LGB



November 12, 1993

Mr. Donald W. Rice
Director of Environmental Management
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, CA 90733-0151

Subject: LAHD - B Street Realignment & Widening/Container Terminal Backland Expansion Draft EIR (SCH 92021075)

Dear Mr. Rice:

The Port of Long Beach has received the draft EIR for the proposed B Street realignment and widening/container terminal backland expansion and has the following comments.

(1) Figure ES-2 and 1.1.2, Project Location Maps, should label the Long Beach Freeway (I-710) correctly. It is currently labeled as "I-170" in the Draft EIR. Other figures utilizing this base map, should also identify the "I-710" correctly. 44

(2) Figure ES-2 and 1.1.2, Project Location Maps, should also identify the boundaries of the City of Long Beach, Port of Long Beach and other surrounding communities to orientate the reader. 45

(3) In Section 3.3, regional circulation discussions should also include the Terminal Island Freeway (SR-47), Long Beach Freeway (I-710) and the future Alameda Transportation Corridor. Potential impacts to these circulation systems should be reviewed. 46

(4) In Section 3.3, the rationale for assigning 100% of project-generated trips to the west and I-110 should be discussed. The Traffic Impact Analysis performed by LSA (Appendix F) identifies fairly even traffic distribution to the east and west, in the individual intersection traffic counts. This distribution should be applied to existing, future and cumulative traffic distribution patterns. Traffic movements north to the I.C.T.F. and east to I-710 should also be addressed in the Traffic Impact Analysis. 47

Furthermore, page 25 of the Traffic Impact Analysis states that "With project implementation, B Street will become the

predominant truck route from the Port to the I-110 and the Alameda Corridor...". This would indicate that a segment of the vehicle trips should be assigned easterly destinations, specifically the Alameda Roadway segment, Anaheim Street and I-710. We request that the final EIR study these potential impacts. 47

Please contact Ron Williams at (310) 590-4158 if clarification of any of these comments is required. Thank you for the opportunity to review this document.

Sincerely,

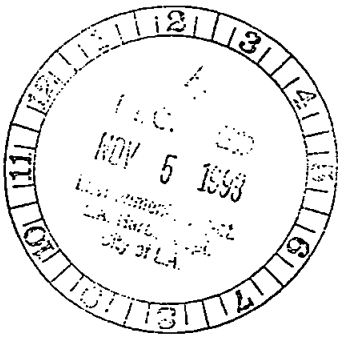
Geraldine Knatz

Geraldine Knatz, Ph.D.
Director of Planning

RWW:s

DAUM

Commercial Real Estate Services Since 1904



November 4, 1993

Port of Los Angeles
Environmental Management Division
425 South Palos Verdes Street
San Pedro, CA 90731

ATTN: Betsy Mitchell

Dear Ms. Mitchell:

I work in the Wilmington area marketing industrial real estate.

I object to the "B" Street Realignment Project for the following reasons:

1. Excessive cost of realignment versus rehab of "B" Street.

2. Moving excessive vibration, noise, traffic, and pollution closer to residential and school.

3. Removal of jobs and businesses from Wilmington area.

4. Port currently has no use for the land between "B" and "C" Streets.

48

Sincerely,

DAUM Commercial Real Estate Services

Allen Schanhaar

AS:clh

SCA463

1025 West 190th Street Suite 100 Gardena CA 90248 (310) 538-6700 Fax (310) 515-0230

EXXON COMPANY, U.S.A.
POST OFFICE BOX 5025 • THOUSAND OAKS, CALIFORNIA 91359-5025

RIGHT OF WAY AND CLAIMS
WADE D. COOK
ADVISOR

OCT
LA

October 6, 1993

General Correspondence
Draft Environmental Impact Report
B Street Realignment & Widening/
Container Terminal Backland Expansion
September 1993

Donald W. Rice
Director of Environmental Management
Port of Los Angeles
425 So. Palos Verdes Street
San Pedro, CA 90733-0151

This letter is to advise you of our forwarding of the above referenced document to Exxon's Midland, Texas office for handling, and to request that all future correspondence of a similar nature be directed to the following address:

Exxon Company, U.S.A.
Attention: Thomas A. Loftis
P. O. Box 1600
Midland, Texas 79702-1600

49

We are sorry we cannot be more helpful, but the Thousand Oaks, California office only handles our offshore operations now, and all matters concerning the Wilmington field operations (Los Angeles) have been transferred to Midland, Texas.

Very truly yours,

W. D. Cook

Wade D. Cook

WDC:jmf
Attachment

xc - w/attachment:
T. A. Loftis

BF

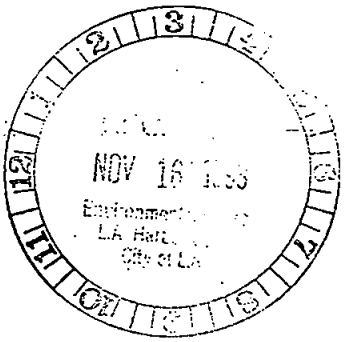
EXXON COMPANY, U.S.A.
POST OFFICE BOX 1600 • MIDLAND, TEXAS 79702-1600

PRODUCTION DEPARTMENT
SOUTHWESTERN DIVISION

ENVIRONMENTAL AND REGULATORY AFFAIRS

RICHARD D. GODDARD
SUPERVISOR

November 15, 199



Mr. Donald Rice
Director of Environmental Management
Port of Los Angeles
425 So. Palos Verdes Street
P. O. Box 151
San Pedro, California 90733-0151

Dear Mr. Rice:

Exxon Company, U.S.A. appreciates the opportunity to submit comments on the Draft Environmental Impact Report involving the B Street Realignment.

We offer the following comments for the Port's consideration:

- It is difficult to ascertain whether the Draft Environmental Impact Report meets the stated goals of informing the public and supporting agency permitting processes because critical information contained in various appendices was not included in the mailing. **50**

- The document (pg. 3-159) states, "Approximately 12 oil wells will be closed and either abandoned, relocated, or consolidated." Operators should be compensated through the condemnation process for well abandonments and lost reserves. Additionally, the Port should pay for relocation and consolidation expenses, if necessary.

- Underground pipelines transporting crude oil underlie C Street. If relocation is necessary, the Port should pay those costs. **51**

- What is the time line for project implementation? In particular, when does the Port plan to initiate condemnation activities involving well abandonments and pipeline relocation, if necessary?

- Appendix I is referenced as detailing the findings of the site characterizations (pg. 3-160). Appendix I actually instead discusses Public Services, Utilities and Infrastructure Request for Information and Response Letters. The site characterization information is important to operators, therefore, an opportunity should be provided to review the same. **52**

- Specifically, what are the characterization and remedial actions planned by the Port (pg. 3-160) during Phase I of construction? What role is expected of operators? **53**

RECYCLES

- The document (pg 3-159) states: "Materials that may be present in the project are classified as hazardous based upon the following characteristics: corrosive, flammable, toxic, reactive, radioactive, asbestos, PCB containing, petroleum hydrocarbons." Classification of petroleum hydrocarbons as hazardous is incorrect. This section of the DEIR should be revised to be consistent with the following:

  By definition of state law (Title 22), crude oil (petroleum hydrocarbon) releases are non-hazardous unless they exhibit one of the four federal hazardous waste characteristics (corrosivity, flammability, toxicity, reactivity). Section 66261.4 of CCR Title 22 lists exclusions (materials which are not considered wastes), including: 54

  "Materials which are exempted or excluded from classification as a solid waste or hazardous waste pursuant to 40 CFR Section 261.4 if they do not exhibit a characteristic of a hazardous waste as set forth in Article 3 of this chapter;"

  40 CFR 261.4(b)(5) presents the exemptions for solid wastes which are not hazardous wastes: "Drilling fluids, produced waters and other wastes associated with the exploration, development, or production of crude oil, natural gas or geothermal energy."

Again, we appreciate this opportunity to offer comments on the Draft Environmental Impact Report. Please contact Ms. Jackie Breese at (915) 688-6178 if you have any questions or if we can provide any additional information. Finally, we will be happy to meet with you to discuss any of the issues addressed above.

Sincerely,

Richard D. Goddard
Supervisor, Environmental and
Regulatory Affairs

RDG\JB\bao
\cmp\eircomm.jb

c: S. B. Dixon

SECTION 2 RESPONSES TO WRITTEN COMMENTS

SECTION 2 RESPONSES TO WRITTEN COMMENTS

Provided below are responses to written comments received on the DEIR. Modifications to the text of the DEIR, resulting from comments, are discussed in this Section and revisions provided in Section 3 - Changes and Corrections to the DEIR. Responses to comments that include modifications outlined in Section 3 are denoted by an asterisk (*) next to the comment numbers in this Section.

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1. Compliance with the State Clearinghouse review requirements is acknowledged.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

*2.** The text is hereby modified to state that the Figueroa/C Street intersection with Route 110 is not signalized. Please refer to Section 3 - Changes and Corrections to the DEIR.

3. The final design of the project will include adequate return radius to accommodate truck turn movements.

CALIFORNIA DEPARTMENT OF CONSERVATION
DIVISION OF OIL, GAS AND GEOTHERMAL RESOURCES

4. There are 12 existing wells impacted by the project; each of the 12 wells will be evaluated and handled based upon existing and future oil production capacity. The specific proposed action for each well will be discussed with the well's owner and DOG. All activities will be in accordance with appropriate federal, State and local regulations.

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD

5. A Water Quality Certification is required for federal permit actions only if there is a discharge into navigable waters. No Water Quality Certification is required in this case because there is no discharge into navigable waters associated with pile driving. All appropriate permits and entitlements will be obtained prior to construction.

Turbidity impacts from pile driving are negligible. Any turbidity impacts associated with the pile driving at Berth 136 will be highly localized and of negligible amount and duration. The impact areas are immediately adjacent to the pile being driven and the impact lasts for a matter of minutes following the end of hammering. When concrete piles are jetted into the bottom, the impacts are similar to pile driving. Even jetting of material from hollow steel piles would only impact the area immediately adjacent to the pile being driven. Turbidity resulting from pile driving operations will not be significant.

Mitigation measures are not required nor would they be of any benefit. Silt curtains, which ordinarily do not reach bottom, would have no effect on the negligible amounts of turbidity arising from the bottom during pile driving and jetting. Pile driving does not result in the collection of sediment; therefore, no proper disposal of the sediment could be performed.

*6.** Comment noted. A U.S. Army Corps of Engineers permit has been applied for by the Port of Los Angeles. Table 2.1.A has been modified to include mention of the Army Corps of Engineers. Please refer to Section 3 - Changes and Corrections to the DEIR.

7. Any material that is excavated as part of this project will be analyzed to determine whether it exhibits hazardous waste characteristics. It is not known at this time what the volume of excavated material will be. It is also not known at the present time what will be done with excess excavated material. The Port of Los Angeles will follow all federal, State and local hazardous waste requirements in regards to this material.

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

8. SCAG's determination that the project is not regionally significant is acknowledged.

CITY OF LOS ANGELES DEPARTMENT OF CITY PLANNING

9. Comment noted. It is the intent of the project proponent to encourage truck traffic along B Street and discourage use of residential streets in the project vicinity.

10. Comment noted. As discussed on page 3-127 of the Draft EIR, the project is consistent with the Wilmington-Harbor City District Plan.

11. A landscape plan will be developed as part of final design of the roadway improvements. Consideration of landscape materials that enhance the carbon dioxide/oxygen exchange along the proposed realignment will be considered during development of the landscape plan. Trees included in the landscape plan will require approval from the Street Trees Division of the City's Bureau of Street Maintenance.

12. Coordination with Caltrans has been conducted during development of the proposed project to ensure Caltrans' acceptance of the reconfiguration of the existing on-ramps and off-ramps.

13. The Draft EIR addressed the realignment of the railroad from Figueroa Street to Neptune Avenue. The option of constructing tracks from Banning Boulevard to Neptune Avenue was reviewed independent of the Draft EIR by the LAHD, and it was determined that there would be no benefit to the public. The existing railroad near Banning Boulevard goes to the Pier A Classification yard and Mormon Island. At the time the District Plan was studied, it was thought that the Pier A yard might be eliminated and the tracks to San Pedro realigned to B Street; however, this realignment is no longer planned.

Construction of new tracks along B Street would eliminate direct street access to existing businesses along the south side of B Street. By leaving the tracks at their present location between Banning Boulevard and Neptune Avenue some of the existing businesses can be saved from street right-of-way acquisition. No existing tracks would be eliminated with construction of tracks along B Street; therefore, nothing would be gained by construction.

14. Comment noted.

CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION

15. Through several scoping meetings with LADOT staff, the original traffic study work program was revised to include a traffic modelling effort based on the Port TSP study. The B Street Realignment traffic impact analysis was prepared based on traffic volume data from the Consolidated Transportation Corridor model, at the request of LADOT. The Los Angeles Board of Harbor Commissioners had temporarily terminated right-of-way negotiations with the Southern Pacific Railroad along the Alameda Corridor. However, the Board is currently renegotiating an agreement. The Alameda Corridor is a real project to the Port of Los Angeles and is recognized as a vital link in the transportation network. It is the intent of the Port to implement the Alameda Corridor project within the horizon of the build out traffic analysis.

16. The significance criteria used in the B Street Realignment traffic impact analysis were the LADOT adopted standard at the time of preparation of the study. The criteria referred to in the LADOT comment letter have been adopted subsequent to the circulation of the Draft EIR. Therefore, the significance criteria used in the traffic impact analysis are appropriate measures of project impacts based on the best available data at the time of the study preparation. However, if the revised criteria were used, additional circulation impacts would result, as indicated in the LADOT comment letter.

17. The CMP does require local jurisdictions to adopt a Traffic Impact Analysis (TIA) to measure the impact of a project on the CMP network. The TIA is to be included in the project's EIR. However, exemptions to this requirement are given to those projects for which a Notice of Preparation (NOP) was issued prior to the date the local jurisdiction adopted the TIA. The NOP for the project was issued in February, 1992, while the City of Los Angeles adopted its TIA in April, 1993. Hence, a TIA is not required in this EIR.

The CMP also includes a deficiency plan, which formalizes a credit and debit system for projects that impact the CMP network and/or include some sort of mitigation for the new development. It is the responsibility of each local jurisdiction in the County to submit citywide debit and credit points to MTA. Monitoring of all new projects for debits and credits is scheduled to begin in May, 1994. However, by March 15, 1994, the City can submit a list of credit points dating back to January, 1990. This allows each city in the County to, in effect, build up a bank of credit points. Port staff has been attending City meetings, working with DOT, and will ensure that all pertinent traffic mitigation efforts undertaken by the Port will receive the proper credit. LAHD will soon be analyzing the proposed project and other Port projects for debt/credit purposes, and will provide the results to DOT.

18. The list of capital improvements included in the future year forecasts were provided by the Port of Los Angeles, and are primarily the responsibility of the Port of Los Angeles. While a funding source may not be identified at present, these are real projects to be implemented in conjunction with the overall Port capital improvement program. The development of the traffic base, from model validation to development of future traffic volumes, has been subject to review and approval by LADOT. The LAHD confirms the conclusions of the traffic analysis.

19. The addition of 50 employee inbound and outbound trips is identified as a potentially having a minor and temporary effect on local circulation. However, it is also noted that the 50 employee estimate is a worst case scenario. It is also assumed that the 50 employees would commute alone, and that each employee would pass through the same intersection and make the same critical turn movement during the same hour of the day. This conservative approach is highly unlikely. It is stated in the document that employee arrivals and departures will occur at off-peak periods. As the intersections analyzed along B and C Streets, the streets most proximate to a construction staging area, operate at levels of service A and B during the no build scenario peak hours, it is highly unlikely that these same intersections would operate at LOS D conditions, as stated in the LADOT comment letter, during the off-peak periods. Furthermore, the Draft EIR identifies mitigation measures to minimize the potential for adverse effects to local circulation arising from construction employee arrivals and departures.

*20.** Page 3-31 of the EIR is hereby modified to reflect that traffic volumes were collected between 1987 and 1991. Please refer to Section 3 - Changes and Corrections to the DEIR.

*21.** Page 6 of the Traffic Impact Analysis, located in Appendix F, is hereby modified to reflect that the intersection of C Street/Figueroa Street is not signalized. Please refer to Section 3 - Changes and Corrections to the DEIR.

22. The daily traffic volumes listed are based on daily capacity volumes used in the County of Orange, and are intended solely for illustrative purposes. For purposes of determining project impacts, mitigation measures and roadway sizing, the peak hour volumes have been used. Intersection capacities usually control overall roadway capacity. The traffic impact analysis prepared for the proposed project, consequently based the study area circulation system performance on the peak hour analysis.

*23.** Page 33 of the Traffic Analysis is hereby modified to reflect that 0.04 ICU has been revised to 0.04 v/c ratio. Please refer to Section 3 - Changes and Corrections to the DEIR.

24. Figure 3.3.7 in the Draft EIR and Figure 10 in the supplemental interim traffic analysis, located in Appendix F, have not been modified. The striping plan recommended by LADOT is a design variation from that currently in the Draft EIR and does not substantially alter the operation of the intersection. Impacts associated with the recommended plan would be the same as identified for the striping plan included in the Draft EIR.

*25.** Page 6 of the Traffic Impact Analysis Supplement: Interim 1997 Condition, located in Appendix F, is hereby modified to reflect that Coast Highway has been replaced with Pacific Coast Highway. Please refer to Section 3 - Changes and Corrections to the DEIR.

*26.** Table C of the Traffic Impact Analysis Supplement: Interim 1997 Condition is hereby modified to reflect that the p.m. peak LOS for I-110 southbound off-ramp at Figueroa Place/I Street is indicated as LOS E. Please refer to Section 3 - Changes and Corrections to the DEIR.

*27.** The findings and mitigation measures on pages 15-17 of the Traffic Impact Analysis Supplement: Interim 1997 Condition are hereby modified to be consistent with the mitigation measures outlined on pages 37-38 of the Traffic Impact Analysis. Please refer to Section 3 - Changes and Corrections to the DEIR.

*28.** The introduction to Appendix A of the Traffic Impact Analysis Supplement: Interim 1997 Condition analysis is hereby modified to reflect the approach to critical movement analysis rather than level of service analysis. Please refer to Section 3 - Changes and Corrections to the DEIR.

*29.** Appendix B of the Traffic Impact Analysis Supplement: Interim 1997 Condition analysis is hereby modified to reflect that the 1990 trip table was developed by interpolating between 1987 and 2010 SCAG trip tables. Please refer to Section 3 - Changes and Corrections to the DEIR.

CITY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS - BUREAU OF ENGINEERING

*30.** Page 1-13 of the Draft EIR is hereby modified to state that acquisition of properties will occur in 1994. Please refer to Section 3 - Changes and Corrections to the DEIR.

*31.** Figure 2.4.1 and Table 2.4.A have been modified to include the Fries Avenue Storm Drain project. Please refer to Section 3 - Changes and Corrections to the DEIR.

32. Access to the Pumping Plant No. 677 by City personnel will be maintained during construction and operation of the proposed backland expansion.

33. Page 3-28 of the Draft EIR discusses the requirements necessary to comply with National Pollution Discharge Elimination System (NPDES) regulations regarding construction activities.

34. A landscaping plan will be submitted to the Street Tree Division of the Bureau of Street Maintenance for their review and approval during final design of the proposed roadway improvements.

*35.** Responses to the Notice of Preparation were inadvertently left out of the Draft EIR. These responses have been provided in Appendix III.

CITY OF LOS ANGELES COMMUNITY REDEVELOPMENT AGENCY

36. The proposed improvements between Broad Avenue and Alameda Street have been designed to meet the project objectives, including enhancement of the east/west truck transportation corridor between Figueroa and Alameda Streets and reduction of Port related truck traffic through residential streets, implementation of the objectives and policies set forth in the Port of Los Angeles Plan, the Wilmington Harbor City District Plan and the City's Zoning Ordinance. Within the District Plan, there is no direct objective or policy addressing the need to widen B Street to the north between Broad Avenue and Alameda Street. The proposed project is consistent with the sizing of the roadway set forth in the District Plan objectives and policies and would not impair redevelopment objectives.

37. Please refer to Response to Comment 36. Symmetrical widening of B Street between Broad Avenue and Alameda Street is not anticipated at this time.

38. As part of implementation of the mitigation measures, the Community Redevelopment Agency will be consulted regarding replacement of affected businesses.

39. Comment noted.

CITY OF LOS ANGELES BUREAU OF FIRE PREVENTION AND PUBLIC SAFETY

40. The effect of congestion on fire protection and emergency medical service is acknowledged.

41. Appropriate fire prevention practices required by the Bureau will be incorporated into the design of the roadway and backland expansion area.

CITY OF LONG BEACH

42. Comment noted, no response required.

COUNTY OF ORANGE ENVIRONMENTAL MANAGEMENT AGENCY

43. Comment noted, no response required.

PORT OF LONG BEACH

*44.** Figures ES-2, 1.1.2, 2.4.1, 3.3.1, 3.12.1 are hereby modified to correctly illustrate the I-710. Please refer to Section 3 - Changes and Corrections to the DEIR.

*45.** Figures ES-2 and 1.1.2 are hereby modified to identify the boundaries of the City of Long Beach and the Port of Long Beach. Please refer to Section 3 - Changes and Cor-

rections to the DEIR. The communities of San Pedro and Wilmington were identified in the figures incorporated into the Draft EIR.

46. The study area boundaries were established in coordination with the Los Angeles Department of Transportation to include a circulation system that could potentially be impacted by the proposed project. As evidenced by the results of the level of service analysis, facilities further east of the project study area would not be affected by the implementation of the B Street realignment. The most easterly intersections of Avalon Boulevard at B Street and C Street indicate that LOS A conditions will prevail with project implementation.

47. Traffic movements to the east and to the north to the I.C.T.F. are addressed on page 3-47, where it is stated that the destinations for truck traffic include approximately 340 trips to the I.C.T.F. and 340 trips to the East Los Angeles rail yards. The study area boundary is discussed in Response to Comment 46.

DAUM COMMERCIAL REAL ESTATE SERVICES

48. The comment outlines the commentor's objection to the project; opinion of the commentator is acknowledged, and will be considered by the decision makers. The comment does not identify the need for additional or revised environmental analysis; therefore, no additional response is required.

EXXON COMPANY, USA
RIGHT-OF-WAY AND CLAIMS

49. Transmission of the Draft EIR to the Midland, Texas, office is acknowledged.

EXXON COMPANY, USA
PRODUCTION DEPARTMENT, SOUTHWESTERN DIVISION

50. Please refer to Responses to Comments 51 through 54.

51. The cost of pipeline relocation, well abandonment, relocation or consolidation, or the party responsible for paying these costs have not been identified at this time. At the time that the Port is negotiating with the property owner either through standard acquisition or condemnation proceedings the party responsible for these costs will be identified. Currently acquisition of properties is to begin in the first quarter of 1994 and expected to be completed within 18 months.

52. Data gathered during preparation of the Hazardous Waste Section of the Draft EIR is available for public review at the LAHD, Environmental Management Division (contact: Betsy Foley at (310) 732-3975). This data will be used as a starting point during acquisition of properties for the proposed project; however, preliminary site assessments (PSAs) will be conducted for each parcel to be acquired. During Phase I of construction, the Port will conduct PSAs and site characterization for each parcel within the acquisition area. Based upon the findings of the preliminary studies, a detailed site

characterization may be completed to determine whether soil and/or groundwater contamination has occurred.

53. Please refer to Responses to Comments 51 and 52.

*54.** The text is hereby modified to incorporate the suggested changes to the definition of hazardous materials. This information has been added under the title, "Classification of Hazardous Materials Handled." Please refer to Section 3 - Changes and Corrections to the DEIR.

SECTION 3 CHANGES AND CORRECTIONS TO THE DEIR

SECTION 3 CHANGES AND CORRECTIONS TO THE DEIR

This section of the Final EIR presents changes and modifications that have been made to the Draft EIR. These changes have been made for the purpose of correction and clarification of information contained in the Draft EIR.

FIGURE ES-2

Please refer to revised Figure ES-2, attached.

FIGURE 1.1.2

Please refer to revised Figure 1.1.2, attached.

PAGE 1-13

The acquisition of properties is to begin in January of 1994, and will be completed in 18 months.

TABLE 2.1.A

Please refer to revised Table 2.1.A, attached.

FIGURE 2.4.1

Please refer to revised Figure 2.4.1, attached.

TABLE 2.4.A

Please refer to revised Table 2.4.A, attached.

PAGE 3-31

This intersection is currently *not* signalized.

Existing daily and a.m. and p.m. peak hour traffic volumes by arterial segment in the traffic study area have been collected by the Los Angeles Department of Transportation (LADOT-Transportation Studies Division) *from 1987 to 1991.*

FIGURE 3.3.1

Please refer to revised Figure 3.3.1, attached.

PAGE 3-47

Implementation of the proposed project would result in closure of freeway access at C Street.

PAGE 3-97

The following mitigation measures are added:

4-4

The LAHD Construction Contractor shall provide evidence to the LAHD Construction Management Division prior to the initiation of construction activities and every six (6) months during the construction phase of the project, certifying that engine timing retard of diesel engines for construction vehicles and equipment has been implemented where feasible during the construction phase of the project, and that such engine adjustments have been reviewed and maintained as appropriate.

4-5

At the first of each year, the Terminal Lessee (currently Trans Pacific Container Service Corporation [TraPac]) shall submit evidence to the LAHD Environmental Management Division, including demonstrating efforts to investigate opportunities to incorporate clean fuel on-dock mobile equipment into terminal operations and to purchase such equipment, when feasible.

PAGE 3-159

By definition of State law (Title 22), crude oil (petroleum hydrocarbon) releases are non-hazardous unless they exhibit one of the four federal hazardous waste characteristics (corrosivity, flammability, toxicity, reactivity). Section 66261.4 of CCR Title 22 lists exclusions (materials that are not considered wastes), including:

> *"Materials which are exempted or excluded from classification as a solid waste or hazardous waste pursuant to 40 CFR Section 261.4 if they do not exhibit a characteristic of a hazardous waste as set forth in Article 3 of the chapter; "*

40 CFR 261.4(b)(5) presents the exemptions for solid wastes which are not hazardous wastes: " Drilling fluids, produced waters and other wastes associated with the exploration, development, or production of crude oil, natural gas or geothermal energy."

FIGURE 3.12.1

Please refer to revised Figure 3.12.1, attached.

PAGE 3-212

12.1 During development of the construction specifications, LAHD Engineering Division shall prepare a *Removal* Plan *to deliver asphalt and concrete to POLA crushing and re-use site*, and submit it with the "B" Permit to the City of Los Angeles Department of Public Works for review and approval application. The approved *Removal* Plan shall be incorporated into the construction specifications. The LAHD Construction Management Division will be responsible for certifying that the *Removal* Plan was complied with during the course of construction to LAHD Environmental Division.

APPENDIX F - TRAFFIC IMPACT ANALYSIS

PAGE 6

The west leg of the intersection of C Street/Figueroa Street provides on- and off-movements to and from the northbound and southbound Harbor Freeway (I-110). This intersection is *not* signalized.

Page 33

This is an increase in 0.04 *in v/c ratio* with the project, as illustrated in Table G.

APPENDIX F - TRAFFIC IMPACT ANALYSIS SUPPLEMENT: INTERIM 1997 CONDITION

Page 6

1. Figueroa Street/*Pacific* Coast Highway

Table C

Please refer to revised Table C, attached.

Pages 15-17

During development of the construction specifications, LAHD Engineering Division shall prepare a Detour Plan and submit it with the "B" Permit application to the City of Los Angeles Department of Public Works for review and approval. The approved Detour Plan will be incorporated into the construction specifications. The Detour Plan should include, but not be limited to, the following: provision of advance written notice of temporary traffic disruptions to affected public services, residences, businesses and the public at least two weeks prior to

disruption, and notification of the Southern District of LADOT prior to distribution of traffic disruption notices to residents and businesses. The LAHD Construction Management Division shall be responsible for certifying that all designated Detour Plans were complied with during the course of construction to LAHD Environmental Division.

During development of the construction specifications, LAHD Engineering Division shall prepare a Haul Route Plan for export of excess materials on site and import of construction materials to the project site. This Plan would include a provision prohibiting trucks from traveling along C Street and would conform to the existing ordinances restricting truck traffic in the community of Wilmington. The haul routes proposed shall be incorporated into the Grading Permit application and shall be submitted to the City of Los Angeles Department of Building and Safety for review and approval. The designated haul routes will be incorporated into the construction specifications. The LAHD Construction Management Division shall be responsible for certifying that all designated haul routes were complied with during the course of construction to LAHD Environmental Division.

APPENDIX A - LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

The methodology used to evaluate intersection operation at signalized intersections is termed critical movement analysis (CMA), and is based on the procedure defined in Circular Number 212 of the Transportation Research Board Interim Materials on Highway Capacity.

The CMA for signalized intersections determines the operational characteristics of an intersection in terms of levels of service (LOS). The term "level of service" describes the quality of traffic flow. LOS A to LOS C describe excellent to adequate flow of traffic. LOS D typically is the level for which metropolitan area street systems is designed. LOS E represents volumes at or near the capacity of the roadway and results in possible stoppages of momentary duration and fairly unstable flow. LOS F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of longer duration.

The CMA is a conservative method of estimating the level of service at an intersection by incorporating the effects of intersection geometry and signal timing, as well as truck and bus operations, pedestrian activity, and parking activity. For example, the analysis assumes a maximum lane capacity of 1,500 vehicles per hour, although field observations indicate that Southern California drivers routinely achieve higher capacity, and the analysis does not assume right turns on red except from exclusive right turn lanes. As such, potential reductions in intersection capacity due to the interference of buses and pedestrians is compensated for by the methodology.

A determination of level of service at an intersection can be obtained through a summation of the critical movement volumes at that intersection. The sum of the critical movements is then evaluated against the theoretical capacity of the intersection to determine the applicable level of service, shown in the following table.

CMA Volumes and LOS Determination

Maximum Sum of Critical Volumes (VPH)

LOS	Two Phase	Three Phase	Four Phase
A	900	855	825
B	1,050	1,000	965
C	1,200	1,140	1,100
D	1,350	1,275	1,225
E	1,500	1,425	1,375
F	---------- Not Applicable ----------		

Capacity is defined herein to represent the maximum total hourly movement volume that has reasonable expectation of passing through an intersection under prevailing roadway and traffic conditions. For planning purposes, capacity equates to the maximum value of LOS E. The CMA indices used in this study were calculated by dividing the sum of the critical movement volumes by the appropriate capacity value for the specific type of signal control. Thus, the LOS corresponding to a range of CMA values is shown in the following table.

Levels of Service Description and CMA Values

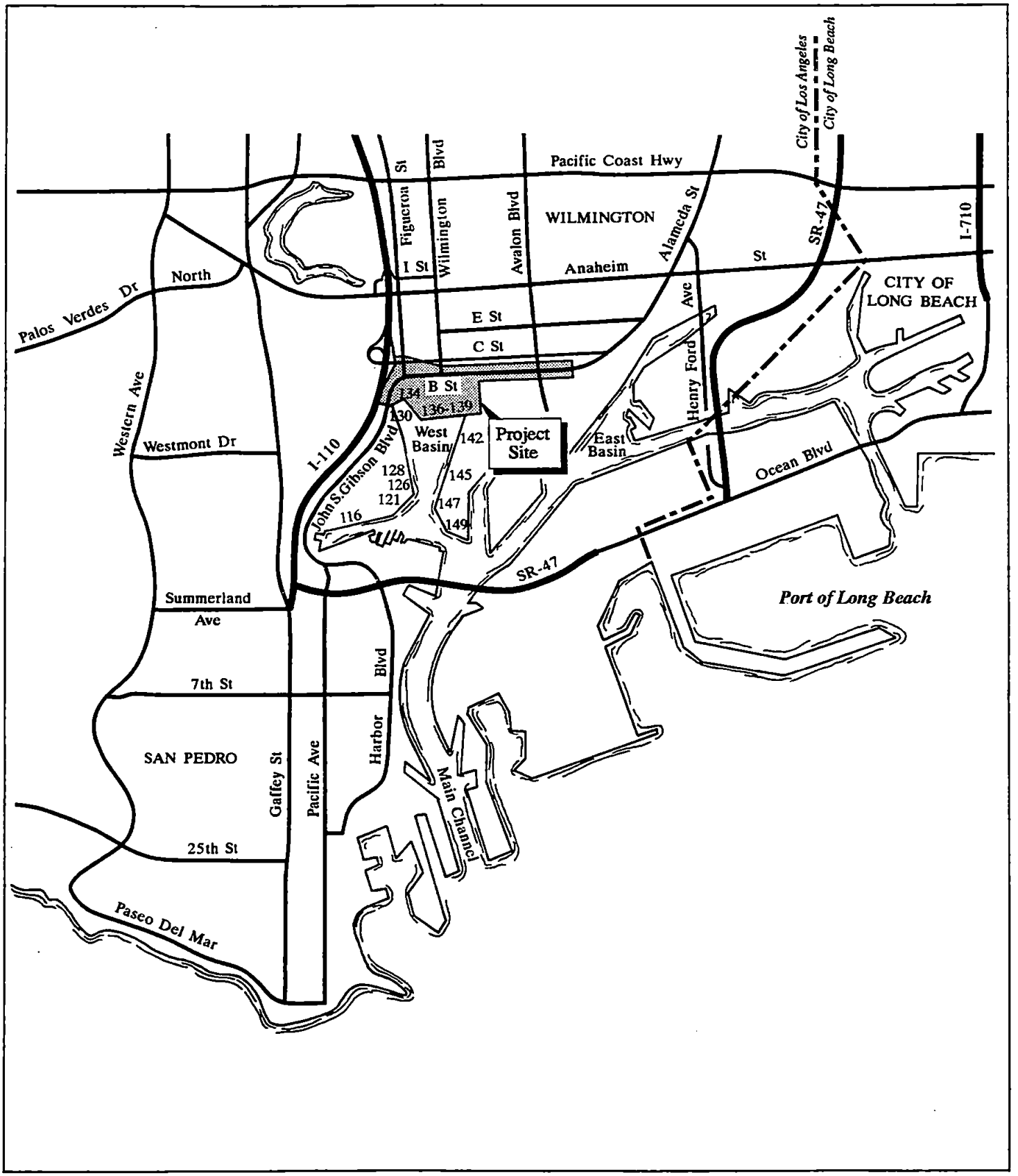
LOS	*Description*	*Range of CMA Values*
A	*Uncongested operations; all vehicles clear in a single cycle*	*< 0.60*
B	*Same as above*	*0.60 - 0.70*
C	*Light congestion; occasional backups on critical approaches*	*0.70 - 0.80*
D	*Congestion on critical approaches, but intersection functional. Vehicles required to wait through more than one cycle during the short peaks. No longstanding lines formed.*	*0.80 - 0.90*
E	*Severe congestion with some long-standing lines on critical approaches. Blockage of an intersection may occur if traffic signal does not provide for protected turning movements.*	*0.90 - 1.00*
F	*Forced flow with stoppages of long duration.*	*> 1.00*

APPENDIX B - DKS ASSOCIATES REPORTS

Technical Memorandum - Task 2

Procedure - No Project - (add) *The 1990 trip table was not based on existing 1990 data but was developed by interpolating between 1987 and 2010 SCAG trip tables.*

REVISED FIGURES AND TABLES



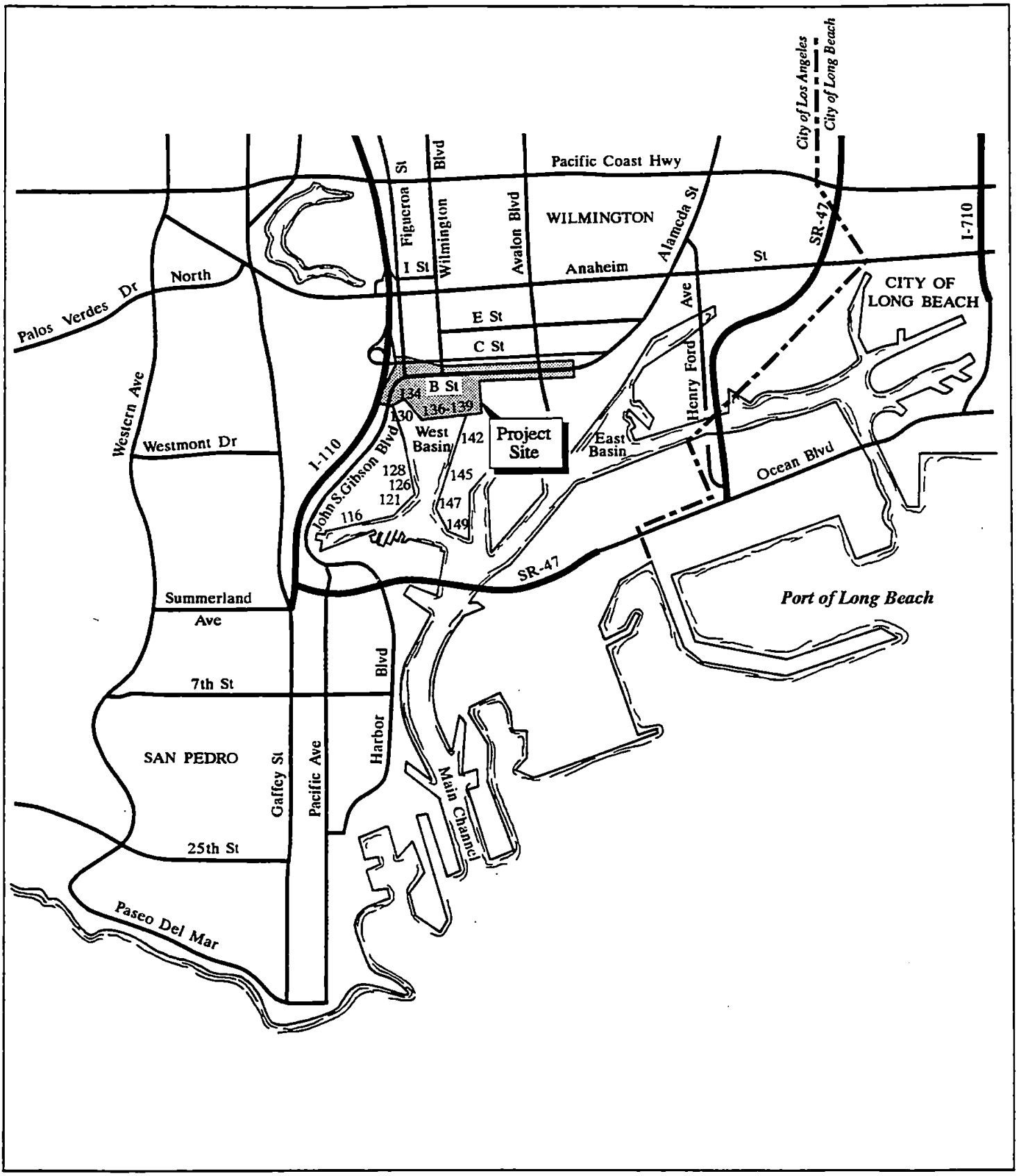
1/13/94(POL101)

Figure ES-2

N

LSA No Scale

Project Location Map



1/13/94(POL101)

Figure 1.1.2

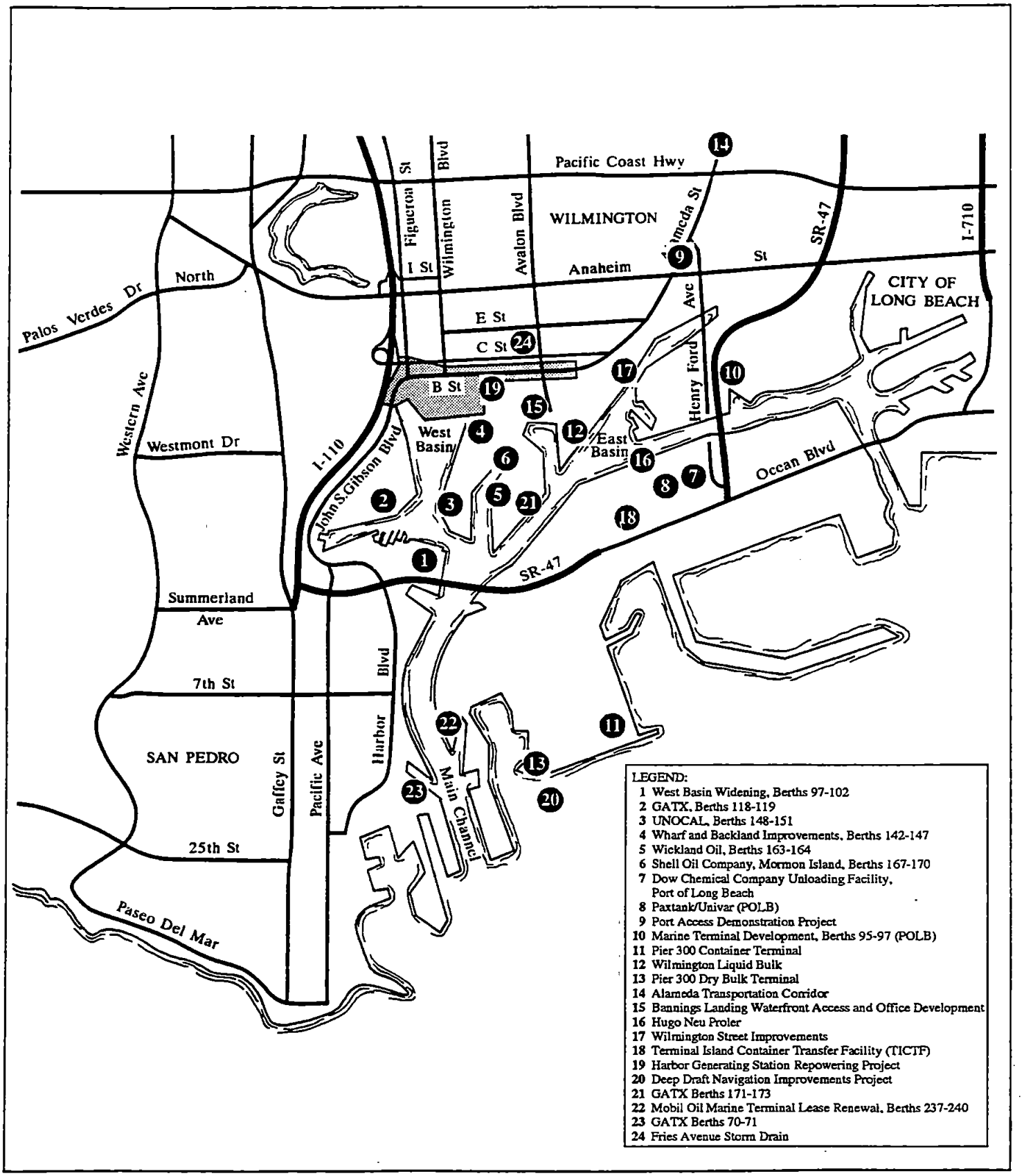
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LSA No Scale

Project Location Map

Table 2.1.A - Responsibilities of Agencies Expected to Use this EIR

Agency	Responsibilities
FEDERAL	
U.S. Federal Railroad Administration	Reviews and approves changes in rail trackage, connections, signage, and bridges.
Environmental Protection Agency	Reviews and submits recommendations for Spill Prevention Control and Countermeasure (SPCC) Plan for non-transportation related on-shore and off-shore facilities engaged in storing, processing, refining, transferring, distributing or consuming oil and oil products.
Army Corps of Engineers	Review and approves construction plans for wharf extension, regulated under the Rivers and Harbors Ac.
STATE	
California State Water Quality Control Board and California Regional Water Quality Control Board, Los Angeles Region	Permitting authority for Waste Discharge Orders and National Pollutant Discharge Elimination System (NPDES) permit for discharge of wastewater and storm-water into surface waters. Permitting authority for groundwater wells, surface impoundment of extracted groundwater, and groundwater disposal.
Toxic Substance Control Division of the California Environmental Protection Agency (Cal EPA)	Regulatory jurisdiction over underground tanks containing hazardous materials; implements groundwater monitoring provisions of the Resources Conservation and Recovery Act (RCRA).
The California Waste Management Board	Statutory and regulatory authority to control the handling and disposal of solid, non-hazardous waste in a manner that protects public safety, health and the environment. State law assigns responsibility for solid waste management to local governments.
California Department of Transportation (Caltrans)	Permitting authority for all State Route mainline and ramp facilities.
California Public Utilities Commission	Permitting authority for rail trackage, connections, and signage during construction operations.
REGIONAL/LOCAL	
South Coast Air Quality Management District	Permitting authority for activities involving hydrocarbon-containing soils (Rule 1166), and other contaminated soils (Rule 1150). Permitting authority for new or modified sources of air emissions (New Source Review). Reviewing and advising agency for new or modified indirect sources of air emissions.



1/5/94(POL101)

Figure 2.4.1

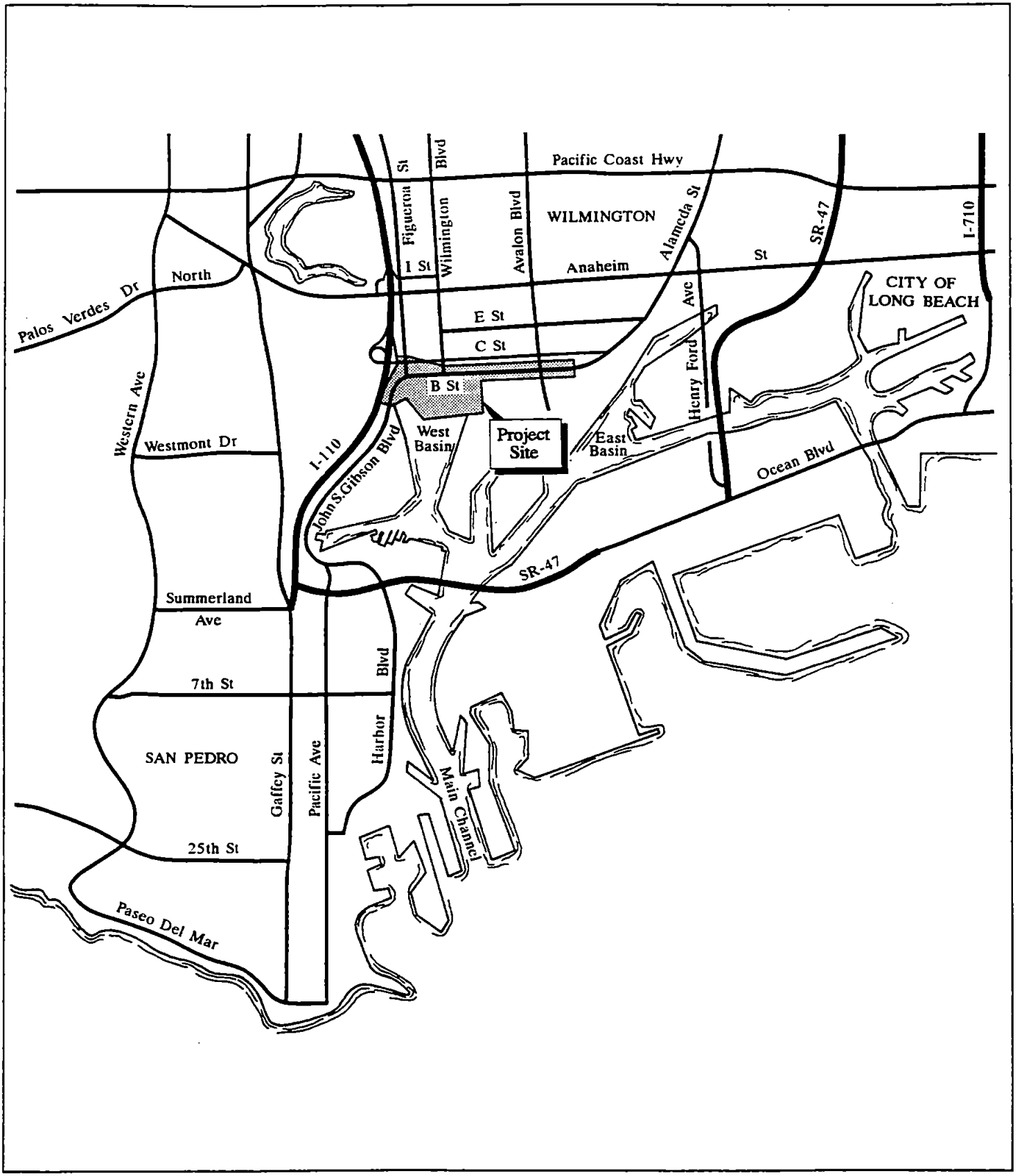
N

LSA No Scale

Related Projects in the Vicinity of the Project

Table 2.4.A - Projects in the Proposed Vicinity, Continued

Project/Location	Description	Status
19. Harbor Generating Station Repowering Project (L.A. Department of Water and Power)	The project includes removing two of five existing steam boilers and associated steam turbine generators within the existing harbor generating station powerhouse, and replacing two of the existing five exhaust stacks. It also includes installing two combustion turbine generators and two heat recovery steam generators, along with other necessary ancillary facilities.	Approved project, currently under construction.
20. Deep Draft Navigation Improvements Project	The Deep Draft Navigation Improvements Project is the first portion of the Port of Los Angeles' 2020 Plan. The 2020 Plan is a long-range, joint master planning effort of the Port of Los Angeles, Port of Long Beach, and the U.S. Army Corps of Engineers to meet existing and expected trade needs of the region and the nation through the year 2020. It is a phased program for optimizing existing facilities, dredging, landfilling, and constructing new facilities. The total plan would expand the port complex by 2,400 acres of new land and 600 acres of development on existing land. The EIS/EIR presently being prepared on the Deep Draft Navigation Improvements Project is a project specific document for impacts associated with construction of the recommended federal project of landfills and channel improvements in the Port of Los Angeles only. This EIS/EIR is also a programmatic document for impacts associated with terminal development on lands created by, or made available for development by, the recommended project. The document would address the cumulative impacts of the build out of proposed project at the year 2010 and at the year 2020. Separate environmental documents would be prepared for each terminal development assessed in the programmatic analysis (e.g., see Pier 300 Projects). For the Port of Los Angeles, the recommended project includes dredging deep draft channels to existing land on Pier 300 and using the dredged material to construct landfill (Pier 400) in the outer Los Angeles Harbor. Additional dredging to provide channel access to Pier 400 will provide the material to complete construction of Pier 400. Approximately 582 acres of fill would be located in the outer Los Angeles Harbor associated with construction of Pier 400 and the access corridor leading to the landfill. Dredging and dike construction in the Port of Los Angeles is scheduled to begin in late 1993.	Approved project.
21. GATX Los Angeles Marine Terminal Berths 171-173	The proposed project is a 30 year lease renewal for the GATX liquid bulk facility at Berths 171-173 in the Wilmington District of the Port of Los Angeles. The project involves the remediation of soil and groundwater at the site. An EIR is in progress.	Unapproved project currently under LAHD review.
22. Mobil Oil Marine Terminal Lease Renewal Berths 237-240	The proposed project is a 15 year lease renewal for the Mobil Oil Marine Oil Terminal at Berths 237-240 and the Terminal Island Tank Farm. Both facilities are located in the Terminal Island District of the port. The project involves the remediation of soil and groundwater at the Marine Oil Terminal. An EIR is in preparation.	Unapproved project currently under LAHD review.
23. GATX San Pedro Terminal Berths 70-71	The proposed project is a 20 year lease renewal for the GATX liquid bulk facility at Berths 70-71, in the San Pedro District of the Port of Los Angeles. The project involves the remediation of soil/groundwater at the site. An EIR is in preparation.	Unapproved project, currently under LAHD review.
24. Fries Avenue Storm Drain	***As part of implementation of the City's Capital Improvement Program, a new storm drain within Fries Avenue would be constructed. This project is currently in the preliminary design phase; no environmental clearance has been prepared.***	***Unapproved project.***



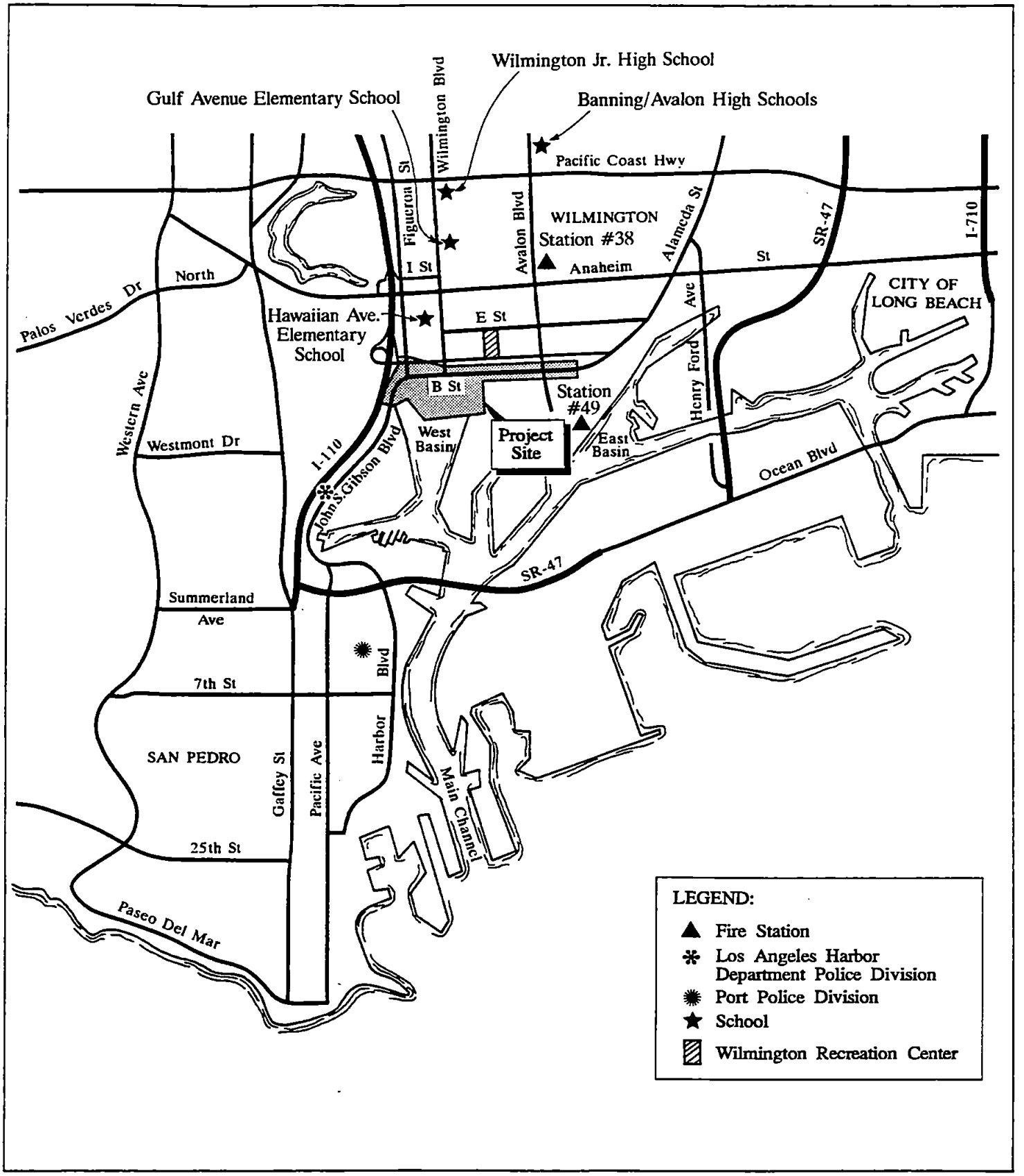
7/14/92(POL101)

Figure 3.3.1

N

LSA No Scale

Vicinity Map



12/3/92(POL101)

Figure 3.12.1

N

LSA No Scale

Public Service Facilities

Table C - Interim 1997 With Project Condition Intersection Level of Service

INTERSECTION	AM PEAK LOS	PM PEAK LOS
SIGNALIZED		
1. Figueroa Street/Pacific Coast Highway	0.89/D	0.89/D
4. Figueroa Place/Anaheim Street	0.88/D	0.89/D
5. Figueroa Street/Anaheim Street	**1.45/F**	**0.93/E**
6. Wilmington Boulevard/Anaheim Street	0.54/A	0.67/B
7. Avalon Boulevard/Anaheim Street	0.46/A	0.59/A
12. Figueroa Street/John S Gibson-B Street	0.80/D	0.76/C
13. Fries Avenue/B Street	0.51/A	0.44/A
14. Avalon Boulevard/B Street	0.38/A	0.44/A
STOP CONTROLLED (2-WAY)		
3. I-110 NB On-ramp Figueroa Street/I Street	**F/F**	**F/F**
8. Figueroa Street/D Street	B/A	B/A
11. Avalon Boulevard/C Street	A/A	A/A
STOP CONTROLLED (MULTI-WAY)		
2. I-110 SB Off-ramp Figueroa Place/I Street	**0.63/B**	***0.93/E***
10. Fries Avenue/C Street	0.40/A	0.47/A

D/E - Left Turn From Major Street (No Stop Sign)/Minor Street Movement (Stop Sign)

APPENDIX I - DEIR DISTRIBUTION LIST

Mr. Larry Simon
CA Coastal Commission
45 Fremont St., Ste. 1900-2000
San Francisco, CA 94105-2219

Mr. Robert Ghirelli (R)
RWQCB
101 Centre Plaza Drive
Monterey Park, CA 91754-2158

Mr. Richard Nitsos
Calif. Dept. of Fish & Game (R)
330 Golden Shore
Suite 50
Long Beach, CA 90802

Head Librarian
LA Public Library
San Pedro Branch
921 South Gaffey Street
San Pedro, CA 90731

Mr. James E. Hartl, Director
LA County Planning Department
320 West Temple Street
Los Angeles, CA 90012

Mr. Eric Roth
SCAG
818 West 17th St., #1100
Los Angeles, CA 90017

Mr. Jim Slawson
U.S. National Marine Fisheries Service
501 W. Ocean Blvd., Suite 4200
Long Beach, CA 90802-4221

Mr. Kingdon Dietz
U.S. Department of Transportation
501 W. Ocean Blvd., Suite 5100
Long Beach, CA 90802

Ms. Geraldine Knatz
Port of Long Beach
P.O. Box 570
Long Beach, CA 90801

Mr. Barry Wallerstein
Evaluation & Planning
SCAQMD
21865 Copely Drive
Diamond Bar, CA 91765

District Engineer
U.S. Army Corps of Engineers
LA District
P.O. Box 2711
Los Angeles, CA 90053

Mr. James B. Morris
U.S. Coast Guard
Captain of the Port
165 North Pico Avenue
Long Beach, CA 90744

Head Librarian
LA Public Library
Wilmington Branch
1300 North Avalon Blvd.
Wilmington, CA 90744

Wilmington Chamber of Commerce
100 E. Water Street
Wilmington, CA 90744

Simie Seaman
Banning Park Neighborhood Assn.
1217 Lacme Avenue
Wilmington, CA 90744

President
San Pedro Chamber of Commerce
390 West 7th Street
San Pedro, CA 90731

Ms. Bea Atwood Hunt
Coastal & Harbor Hazards Council
1717 Crescent Avenue
San Pedro, CA 90731

Ms. Joanne Wysocki
Wilmington Homeowner Assn.
P.O. Box 1947
Wilmington, CA 90748

Ms. Con Howe
LA City Planning Department
Room 561C City Hall
Mail Stop 395
Los Angeles, CA 90012

Mr. S. E. Rowe
LA Dept. of Transportation
Room 1200, City Hall
Mail Stop 725
Los Angeles, CA 90012

Director, Water System
Los Angeles DWP
Room 1336C, GOB
Mail Stop 800
Los Angeles, CA 90012

Ms. Lillian Kawasaki
Environmental Affairs Dept.
200 N. Spring St., Rm. 1500
Mail Stop 177
Los Angeles, CA 90012

Mr. Tom Loftus
Office of Planning & Research
State Clearinghouse
1400 10th St., Room 121
Sacramento, CA 95814

Mr. Robert J. Paternoster
Planning Director
Long Beach Planning
Department
333 West Ocean Boulevard
Long Beach, CA 90802

Mr. Delwin Biagi
LA Bureau of Sanitation
City Hall Room 1410
Mail Stop 520
Los Angeles, CA 90012

Chief
LA City Fire Department
200 North Main St., Rm. 1020
Los Angeles, CA 90012

Chief of Building Bureau
LA Dept. of Building & Safety
Room 411 City Hall
Mail Stop 115
Los Angeles, CA 90012

City Clerk
Office of City Clerk
City Hall Room 395
Mail Stop 160
Los Angeles, CA 90012

Commander
U.S. Coast Guard 11th Dist.
400 Oceangate
Long Beach, CA 90822

Billie M. Connor
LA Public Library, Central Library
433 South Spring Street
Mail Stop 300
Los Angeles, CA

Mr. David Ferren
Planning Director
City of Torrance
3031 Torrance Blvd.
Torrance, CA 90503

Field Supervisor
U.S. Fish & Wildlife Service
2730 Loker Avenue West
Carlsbad, CA 92008

Mr. Robert Goldberg
Friends of San Pedro Bay
1955 Palacios Drive
San Pedro, CA 90732

Head Librarian
Long Beach Public Library
Main Branch
101 Pacific Avenue
Long Beach, CA 90802

Mr. Robert S. Horii
LA Dept. of Public Works
Room 800 City Hall
Mail Stop 490
Los Angeles, CA 90012

Mr. Edward Karapetian
LA Dept. of Water and Power
P.O. Box 111
Room 1121
Los Angeles, CA 90051

Ms. Gertrudge Schwab
Wilmington North Neighborhood
Assoc.
P.O. Box 462
Wilmington, CA 90748

Mr. James Sowell
Metropolitan Transportation
Authority
818 West Seventh St., Suite 700
Los Angeles, CA 90017

Mr. Rudy Svorinich
Fifteenth Council District Office
638 Beacon Street
Mail Stop 226
San Pedro, CA 90731

Mr. Patrick Brown, Director
Community Development Dept.
City of Carson
701 E. Carson Street
Carson, CA 90745

Mr. Richard Kawasaki
Planning Department
City of Lomita
24300 Narbonne Avenue
Lomita, CA 90717

Mr. Robert Bernard, Director
Environmental Services
City of Rancho Palos Verdes
30940 Hawthorne Blvd.
Rancho Palos Verdes, CA 90274

Mr. Richard Thompson, Director
Planning Department
City of Rolling Hills Estates
4045 Palos Verdes Drive North
Rolling Hills, CA 90274

Mr. Tom Mathews, Dir Planning
Environ. Management Agency
County of Orange
P.O. Box 4048
Santa Ana, CA 92702-4048

Mr. Ted James, Director
Dept. of Planning &
Development
County of Kern
2700 M Street, Suite 100
Bakersfield, CA 93301

Ms. Sharon W. Hightower
Director
Planning Department
County of San Bernardino
3865 N. Arrowhead, 3rd Floor
San Bernardino, CA 92415-0182

Mr. Keith A. Turner
Director Planning
Resource Management Agency
County of Ventura
800 S. Victoria Avenue
Ventura, CA 93009

Mr. Jerry Gross
Community Redevel. Agency
City of Los Angeles
354 S. Spring St., Ste. 800
Los Angeles, CA 90013

Mr. Robert Harmsma
Psomas and Associates
3420 Ocean Park Blvd.
Santa Monica, CA 90405

APPENDIX II - RESPONSE TO DEIR COMMENTS TRANSMITTAL LETTERS

WORLDPORT LA
Richard J. Riordan, Mayor, City of Los Angeles
Board of Harbor Commissioners
Frank M. Sanchez, Ph.D., President
Lee M. Anderson, Vice President
Steven L. Soboroff
Carol L. Rowen
Gertrude Schwab
Peter Mandia, Secretary
Ezunial Butts
Executive Director

January 28, 1994

Deborah Herrman
Department Of Conservation
Oil Gas & Geothermal Resources Division
245 West Broadway, Suite 475
Long Beach, CA 90802

Dear Ms. Herrman:

SUBJECT: "B" STREET REALIGNMENT AND TERMINAL EXPANSION DRAFT EIR - RESPONSE TO COMMENTS

The Los Angeles Harbor Department (LAHD) received your comments on the Draft EIR for the proposed "B" Street Realignment and Terminal Expansion project (SCH No. 92021075). Attached for your information are the responses to your agency's comments, prepared by LAHD.

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Please contact Ms. Betsy Foley at (310) 732-3975 if you have any questions regarding the LAHD's responses to your comments.

Sincerely,

DONALD W. RICE
Director of Environmental Management

Attachment

DWR:BKM:tmg

WORLDPORT LA
Richard J. Riordan, Mayor, City of Los Angeles
Board of Harbor Commissioners
Frank M. Sanchez, Ph.D., President
Lee M. Anderson, Vice President
Steven L. Soboroff
Carol L. Rowen
Gertrude Schwab
Peter Mandia, Secretary
Ezunial Burts
Executive Director

January 28, 1994

J. Michael Lyons
CRWQCB - Los Angeles Region
Chief, Surveillance Unit
101 Centre Plaza Drive
Monterey Park, CA 91754-2156

Dear Mr. Lyons:

SUBJECT: "B" STREET REALIGNMENT AND TERMINAL EXPANSION DRAFT EIR - RESPONSE TO COMMENTS

The Los Angeles Harbor Department (LAHD) received your comments on the Draft EIR for the proposed "B" Street Realignment and Terminal Expansion project (SCH No. 92021075). Attached for your information are the responses to your agency's comments, prepared by LAHD.

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Sincerely,

for DONALD W. RICE
Director of Environmental Management

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DWR:BKM:tmg

WORLDPORT LA
Richard J. Riordan, Mayor, City of Los Angeles
Board of Harbor Commissioners
Frank M. Sanchez, Ph.D., President
Lee M. Anderson, Vice President
Steven L. Soboroff
Carol L. Rowen
Gertrude Schwab
Peter Mandia, Secretary
Ezunial Burts
Executive Director

January 28, 1994

Robert Sutton
City Of Los Angeles, Dept. Of Planning
City Hall Room 561
200 North Spring Street
Los Angeles, CA 90012-4801

Dear Mr. Sutton:

SUBJECT: "B" STREET REALIGNMENT AND TERMINAL EXPANSION DRAFT EIR - RESPONSE TO COMMENTS

The Los Angeles Harbor Department (LAHD) received your comments on the Draft EIR for the proposed "B" Street Realignment and Terminal Expansion project (SCH No. 92021075). Attached for your information are the responses to your agency's comments, prepared by LAHD.

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Sincerely,

DONALD W. RICE
Director of Environmental Management

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Gertrude Schwab
Peter Mandia, Secretary
Ezunial Butts
Executive Director

January 28, 1994

Eric Roth
SCAG
818 West 7th St #1100
Los Angeles, CA 90017

Dear Mr. Roth:

SUBJECT: "B" STREET REALIGNMENT AND TERMINAL EXPANSION DRAFT EIR - RESPONSE TO COMMENTS

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Sincerely,

DONALD W. RICE
Director of Environmental Management

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DWR:BKM:tmg

WORLDPORT LA
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Board of Harbor Commissioners
Frank M. Sanchez, Ph.D., President
Lee M. Anderson, Vice President
Steven L. Soboroff
Carol L. Rowen
Gertrude Schwab
Peter Mandia, Secretary
Ezunial Burts
Executive Director

January 28, 1994

Geraldine Knatz
Port Of Long Beach
P.O. Box 570
Long Beach, CA 90801

Dear Ms. Knatz:

SUBJECT: "B" STREET REALIGNMENT AND TERMINAL EXPANSION DRAFT EIR - RESPONSE TO COMMENTS

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Sincerely,

DONALD W. RICE
Director of Environmental Management

Attachment

DWR:BKM:tmg

WORLDPORT LA
Richard J. Riordan, Mayor, City of Los Angeles
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Frank M. Sanchez, Ph.D., President
Lee M. Anderson, Vice President
Steven L. Soboroff
Carol L. Rowen
Gertrude Schwab
Peter Mandia, Secretary
Ezunial Butts
Executive Director

January 28, 1994

Dal Howard
City Of Los Angeles Fire Department
200 North Main Street/Mail Stop 250
Los Angeles, CA 90012

Dear Mr. Howard:

SUBJECT: "B" STREET REALIGNMENT AND TERMINAL EXPANSION DRAFT EIR - RESPONSE TO COMMENTS

The Los Angeles Harbor Department (LAHD) received your comments on the Draft EIR for the proposed "B" Street Realignment and Terminal Expansion project (SCH No. 92021075). Attached for your information are the responses to your agency's comments, prepared by LAHD.

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Sincerely,

DONALD W. RICE
Director of Environmental Management

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DWR:BKM:tmg

WORLDPORT LA

Richard J. Riordan, Mayor, City of Los Angeles
Board of Harbor Commissioners
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Lee M. Anderson, Vice President
Steven L. Soboroff
Carol L. Rowen
Gertrude Schwab
Peter Mandia, Secretary
Ezunial Burts
Executive Director

January 28, 1994

Wilford Melton
California Department Of Transportation
Advance Planning Branch
120 South Spring Street
Los Angeles, CA 90012

Dear Mr. Melton:

SUBJECT: "B" STREET REALIGNMENT AND TERMINAL EXPANSION DRAFT EIR - RESPONSE TO COMMENTS

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Sincerely,

DONALD W. RICE
Director of Environmental Management

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DWR:BKM:tmg

WORLDPORT LA
Richard J. Riordan, Mayor, City of Los Angeles
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Lee M. Anderson, Vice President
Steven L. Soboroff
Carol L. Rowen
Gertrude Schwab
Peter Mandia, Secretary
Ezunial Burts
Executive Director

January 28, 1994

Andres Santamaria
Bureau Of Engineering
Department Of Public Works
650 South Spring Street Suite 200
Los Angeles, CA 90014-1911

Dear Mr. Santamaria:

SUBJECT: "B" STREET REALIGNMENT AND TERMINAL EXPANSION DRAFT EIR - RESPONSE TO COMMENTS

The Los Angeles Harbor Department (LAHD) received your comments on the Draft EIR for the proposed "B" Street Realignment and Terminal Expansion project (SCH No. 92021075). Attached for your information are the responses to your agency's comments, prepared by LAHD.

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Sincerely,

DONALD W. RICE
Director of Environmental Management

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WORLDPORT LA
Richard J. Riordan, Mayor, City of Los Angeles
Board of Harbor Commissioners
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Lee M. Anderson, Vice President
Steven L. Soboroff
Carol L. Rowen
Gertrude Schwab
Peter Mandia, Secretary
Ezunial Burts
Executive Director

January 28, 1994

A. Jeffrey Skorneck
Community Redevelopment Agency
354 South Spring Street Suite 800
Los Angeles, CA 90013-1258

Dear Mr. Skorneck:

SUBJECT: "B" STREET REALIGNMENT AND TERMINAL EXPANSION DRAFT EIR - RESPONSE TO COMMENTS

The Los Angeles Harbor Department (LAHD) received your comments on the Draft EIR for the proposed "B" Street Realignment and Terminal Expansion project (SCH No. 92021075). Attached for your information are the responses to your agency's comments, prepared by LAHD.

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Please contact Ms. Betsy Foley at (310) 732-3975 if you have any questions regarding the LAHD's responses to your comments.

Sincerely,

DONALD W. RICE
Director of Environmental Management

Attachment

DWR:BKM:tmg

WORLDPORT LA
Richard J. Riordan, Mayor, City of Los Angeles
Board of Harbor Commissioners
Frank M. Sanchez, Ph.D., President
Lee M. Anderson, Vice President
Steven L. Soboroff
Carol L. Rowen
Gertrude Schwab
Peter Mandia, Secretary
Ezunial Burts
Executive Director

January 28, 1994

Gerhardt Felgemaker
City Of Long Beach, Dept. Of Planning
333 West Ocean Boulevard
Long Beach, CA 90802

Dear Mr. Felgemaker:

SUBJECT: "B" STREET REALIGNMENT AND TERMINAL EXPANSION DRAFT EIR - RESPONSE TO COMMENTS

The Los Angeles Harbor Department (LAHD) received your comments on the Draft EIR for the proposed "B" Street Realignment and Terminal Expansion project (SCH No. 92021075). Attached for your information are the responses to your agency's comments, prepared by LAHD.

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Sincerely,

DONALD W. RICE
Director of Environmental Management

Attachment

DWR:BKM:tmg

WORLDPORT LA
Richard J. Riordan, Mayor, City of Los Angeles
Board of Harbor Commissioners
Frank M. Sanchez, Ph.D., President
Lee M. Anderson, Vice President
Steven L. Soboroff
Carol L. Rowen
Gertrude Schwab
Peter Mandia, Secretary
Ezunial Burts
Executive Director

January 28, 1994

Allan Schanahaar
DAUM Commercial Real Estate Services
1025 West 190th Street, Suite 100
Gardena, CA 90248

Dear Mr. Schanahaar:

SUBJECT: "B" STREET REALIGNMENT AND TERMINAL EXPANSION DRAFT EIR - RESPONSE TO COMMENTS

The Los Angeles Harbor Department (LAHD) received your comments on the Draft EIR for the proposed "B" Street Realignment and Terminal Expansion project (SCH No. 92021075). Attached for your information are the responses to your agency's comments, prepared by LAHD.

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Please contact Ms. Betsy Foley at (310) 732-3975 if you have any questions regarding the LAHD's responses to your comments.

Sincerely,

for DONALD W. RICE
Director of Environmental Management

Attachment

DWR:BKM:tmg

WORLDPORT LA

Richard J. Riordan, Mayor, City of Los Angeles
Board of Harbor Commissioners
Frank M. Sanchez, Ph.D., President
Lee M. Anderson, Vice President
Steven L. Soboroff
Carol L. Rowen
Gertrude Schwab
Peter Mandia, Secretary
Ezunial Burts
Executive Director

January 28, 1994

Kari Rigoni
OCEMA, Planning
Senior Planner
P.O. Box 4048
Santa Ana, CA 92702-4048

Dear Ms. Rigoni:

SUBJECT: "B" STREET REALIGNMENT AND TERMINAL EXPANSION DRAFT EIR - RESPONSE TO COMMENTS

The Los Angeles Harbor Department (LAHD) received your comments on the Draft EIR for the proposed "B" Street Realignment and Terminal Expansion project (SCH No. 92021075). Attached for your information are the responses to your agency's comments, prepared by LAHD.

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Please contact Ms. Betsy Foley at (310) 732-3975 if you have any questions regarding the LAHD's responses to your comments.

Sincerely,

DONALD W. RICE
Director of Environmental Management

Attachment

DWR:BKM:tmg

WORLDPORT LA

Richard J. Riordan, Mayor, City of Los Angeles
Board of Harbor Commissioners
Frank M. Sanchez, Ph.D., President
Lee M. Anderson, Vice President
Steven L. Soboroff
Carol L. Rowen
Gertrude Schwab
Peter Mandia, Secretary
Ezunial Burts
Executive Director

January 28, 1994

Richard Goddard
Exxon Company, U.S.A.
Environmental & Regulatory Affairs
P.O. Box 1600
Midland, TX 79702-1600

Dear Mr. Goddard:

SUBJECT: "B" STREET REALIGNMENT AND TERMINAL EXPANSION DRAFT EIR - RESPONSE TO COMMENTS

The Los Angeles Harbor Department (LAHD) received your comments on the Draft EIR for the proposed "B" Street Realignment and Terminal Expansion project (SCH No. 92021075). Attached for your information are the responses to your agency's comments, prepared by LAHD.

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Please contact Ms. Betsy Foley at (310) 732-3975 if you have any questions regarding the LAHD's responses to your comments.

Sincerely,

DONALD W. RICE
Director of Environmental Management

Attachment

DWR:BKM:tmg

WORLDPORT LA
Richard J. Riordan, Mayor, City of Los Angeles
Board of Harbor Commissioners
Frank M. Sanchez, Ph.D., President
Lee M. Anderson, Vice President
Steven L. Soboroff
Carol L. Rowen
Gertrude Schwab
Peter Mandia, Secretary
Ezunial Burts
Executive Director

January 28, 1994

T. K. Prime
City Of Los Angeles
Department Of Transportation
Room 1200, City Hall
Los Angeles, CA 90012

Dear Mr. Prime:

SUBJECT: "B" STREET REALIGNMENT AND TERMINAL EXPANSION DRAFT EIR - RESPONSE TO COMMENTS

The Los Angeles Harbor Department (LAHD) received your comments on the Draft EIR for the proposed "B" Street Realignment and Terminal Expansion project (SCH No. 92021075). Attached for your information are the responses to your agency's comments, prepared by LAHD.

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Sincerely,

DONALD W. RICE
Director of Environmental Management

Attachment

DWR:BKM:tmg

APPENDIX III - NOP RESPONSE LETTERS

U.S. Department of Transportation
United States Coast Guard

Commander
11th Coast Guard District

Union Bank Bldg.
400 Oceangate
Long Beach, CA
90822-5399
Staff Symbol: (mps)
(213) 499-5334

16475/0112
February 10, 1992

RECEIVED
FEB 13 1992
Environmental Mgmt.
L.A. Harbor Dept.
City of L.A.

Mr. Donald W. Rice
City of Los Angeles
Office of the City Clerk
Room 395, City Hall
Los Angeles, CA 90012

Dear Mr. Rice:

Thank you for the opportunity to comment on the preparation of a Draft Environmental Impact Report (EIR) for the B Street Realignment project located in the Wilmington port area.

I concur with your determination that the project may pose significant effects to the impacted area and that an EIR is necessary. I have no further comments at this time and look forward to receiving a copy of the report when it is completed.

Sincerely,

L. H. AKANA
Ensign, U.S. Coast Guard Reserve
Chief, Port Safety and Security Branch
By direction of the District Commander

STATE OF CALIFORNIA PETE WILSON, *Governor*

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO, CA 95814

RECEI
FEB 27 92

DATE: Feb 24, 1992

TO: Reviewing Agency

RE: PORT OF LOS ANGELES's NOP for
B STREET REALIGNMENT
SCH # 92021075

Attached for your comment is the PORT OF LOS ANGELES's Notice of Preparation of a draft Environmental Impact Report (EIR) for the B STREET REALIGNMENT.

Responsible agencies must transmit their concerns and comments on the scope and content of the EIR, 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:

DONALD RICE
PORT OF LOS ANGELES
425 SOUTH PALOS VERDES STREET
SAN PEDRO, CA 90733-0151

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 Tom Loftus at (916) 445-0613.

Sincerely,

David C. Nunenkamp
Deputy Director, Permit Assistance

Attachments

cc: Lead Agency

NOP Distribution List

SCH# 92021075

S = sent by lead agency
X = sent by SCH

Resources Agency

- [ ] 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 2000
San Francisco, CA 94105-2219
415/904-5200

- [ ] Reed Holderman
State Coastal Conservancy
1330 Broadway, Suite 1100
Oakland, CA 94612
510/464-1015

- [X] Steve Oliva
Dept. of Conservation
1416 Ninth Street, Room 1326-2
Sacramento, CA 95814
916/445-8733

  - ( ) Div. of Mines and Geology
  - ( ) Div. of Oil and Gas
  - ( ) Land Resources Protect. Unit

- [ ] Douglas Wickizer
Dept. of Forestry
1416 Ninth Street, Room 1516-2
Sacramento, CA 95814
916/653-9451

- [ ] Hans Kreutzberg
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001
916/653-9107

- [ ] Mike Doyle
Dept. of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001
916/653-0547

- [ ] Anna Leena Bronson
Reclamation Board
1416 Ninth Street Room 706
Sacramento, CA 95814
916/653-9669

- [ ] Nancy Wakeman
S.F. Bay Conservation & Dev't. Comm.
30 Van Ness Avenue, Room 2011
San Francisco, CA 94102
415/557-3686

- [ ] Nadell Gayou
Dept. of Water Resources
1416 Ninth Street, Room 449
Sacramento, CA 95814
916/653-6866

Fish and Game - *Regional Offices*

- [ ] Gary Stacey, Regional Manager
Department of Fish and Game
601 Locust
Redding, CA 96001
916/225-2300 (8-442)

- [ ] Jim Messersmith, 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. Nokes, 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
213/590-5113 (8-635)

Independent Commissions

- [ ] John R. Nuffer
California Energy Commission
1516 Ninth Street, MS-15
Sacramento, CA 95814
916/654-3859

- [ ] William A. Johnson
Native American Heritage Comm.
915 Capitol Mall, Room 288
Sacramento, CA 95814
916/653-4082

- [X] William Meyer
Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102
415/703-1540 (8-597)

- [X] Betty Eubanks
State Lands Commission
1807 - 13th Street
Sacramento, CA 95814
916/322-2795

Business, Transportation, & Housing

- [ ] Sandy Hesnard
Caltrans - Division of Aeronautics
P.O. Box 942874
Sacramento, CA 94274-0001
916/324-1833

- [X] Tom Micone
California Highway Patrol
Office of Special Projects
Planning and Analysis Division
2555 First Avenue
Sacramento, CA 95818
916/437-7222

- [X] Ron Helgason
Caltrans - Planning
P.O. Box 942874
Sacramento, CA 94274-0001
916/445-5570

Department of Transportation
District Contacts

- [ ] Guy Luther
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 S. Adams
Caltrans, *District 4*
P.O. Box 7310
San Francisco, CA 94120
415/557-9162 (8-597)

- [ ] Wayne Schnell
Caltrans, *District 5*
P.O. Box 8114
San Luis Obispo, CA 93403-8114
805/549-3683 (8-629)

- [ ] Moses Pacheco
Caltrans, *District 6*
P.O. Box 12616
Fresno, CA 93778
209/276-5989 (8-422)

- [X] Gary McSweeney
Caltrans, *District 7*
120 South Spring Street
Los Angeles, CA 90012
213/620-2376 (8-640)

- [ ] Harvey Sawyer
Caltrans, *District 8*
P.O. Box 231
San Bernardino, CA 92402
714/383-4808 (8-670)

- [ ] Lisa Flores
Caltrans, *District 9*
500 South Main Street
Bishop, CA 93514
619/872-0203 (8-627)

- [ ] Al Johnson
Caltrans, *District 10*
P.O. Box 2048
Stockton, CA 95201
209/948-7838 (8-423)

- [ ] 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)

Food and Agriculture

- [ ] Vashek Cervinka
Dept. of Food and Agriculture
1220 N Street
Sacramento, CA 95814
916/322-5227

Health & Welfare

- [ ] Quy Tu
Dept. of Health
714 P Street, Room 692
Sacramento, CA 95814
916/323-6111

- [ ] DHSTSCD: _____

State and Consumer Services

- [ ] Robert Sleppy
Dept. of General Services
400 P Street, Suite 5100
Sacramento, CA 95814
916/324-0214

Environmental Affairs

- [ ] Barbara Fry
Air Resources Board
1102 Q Street
Sacramento, CA 95814
916/322-8267

- [ ] Steve Alt
Calif. Waste Management Board
8800 Cal Center Drive
Sacramento, CA 95826
916/322-4235

State Water Resources Control Board

- [ ] Allan Patton
State Water Resources Control Board
Division of Clean Water Programs
P.O. Box 944212
Sacramento, CA 94244-2120
916/739-4265

- [ ] Dave Beringer
State Water Resources Control Board
Delta Unit
P.O. Box 2000
Sacramento, CA 95812-2000
916/322-9870

- [ ] Phil Zentner
State Water Resources Control Board
Division of Water Quality
P.O. Box 100
Sacramento, CA 95801
916/657-0912

- [ ] Mike Falkenstein
State Water Resources Control Board
Division of Water Rights
901 P Street, 3rd Floor
Sacramento, CA 95814
916/657-1377 (8-437)

- [X] APCD/AQMD: SOUTH COAST 33

Regional Water Quality Control Board

- [ ] NORTH COAST REGION (1)
1440 Guemeville Rd.
Santa Rosa, CA 95401
707/576-2220 (8-590)

- [ ] SAN FRANCISCO BAY REGION (2)
2101 Webster, Suite 500
Oakland, CA 94612
415/464-1255 (8-561)

- [ ] CENTRAL COAST REGION (3)
81 Higuera Street, Suite 200
San Luis Obispo, CA 93401-5414
805/549-3147 (8-629)

- [X] LOS ANGELES REGION (4)
1075 S. Broadway, Rm. 4027
Los Angeles, CA 90012
213/266-4460 (8-640)

- [ ] CENTRAL VALLEY REGION (5)
3443 Routier Road, Suite A
Sacramento, CA 95827-3098
916/361-5600

  - ( ) 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
916/544-3481

  - ( ) Victorville Branch Office
  15428 Civic Drive, Suite 100
  Victorville, CA 92392-2359
  619/241-6583

- [ ] COLORADO RIVER BASIN REGION (7)
73-271 Highway 111, Suite 21
Palm Desert, CA 92260
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: _____

10/22/91

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012
(213) 897-3656

RECEIVED
APR 1 1992
Environmental Mgmt.
L.A. Harbor Dept.
City of L.A.

March 26, 1992
IGR/CEQA
NOP
Port of Los Angeles
B Street Realignment
Harbor Freeway (I-110)
SCH# 92021075
Vic LA-110-R2.77

Mr. Donald Rice
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, CA 90733-0151

Dear Mr. Rice:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced project. Based on the information received we would like to see the following information:

A. Trip generation/distribution including the method used to develop the percentages and assignments.

B. ADT, AM and PM peak hour volumes for both the existing and future conditions. This should also include the I-110 (Harbor Freeway).

C. An analysis of future conditions which include project traffic and the cumulative traffic generated for all approved developments in the area.

D. Any mitigation proposed should be fully discussed in the document. These discussions should include, but not be limited to, the following:

* financing
* scheduling considerations
* implementation responsibilities
* monitoring

E. Any Encroachment onto the State right-of-way may require an Encroachment Permit. Projects involving State right-of-way and costs over $250,000, will require a Caltrans Project Studies Report.

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:

Wilford Melton
District 7 IGR/CEQA Coordinator
Advance Planning branch
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) 897-1338.

Sincerely,

Wilford Melton

WILFORD MELTON
IGR/CEQA Coordinator
Advance Planning Branch

cc: State Clearinghouse

BLIP)

STATE OF CALIFORNIA—THE RESOURCES AGENCY PETE WILSON, *Governor*

CALIFORNIA COASTAL COMMISSION
45 FREMONT, SUITE 2000
SAN FRANCISCO, CA 94105-2219
VOICE AND TDD (415) 904-5200

RECEIVED
MAR 2 1992
Environmental Mgmt
L.A. Harbor Dept.

February 28, 1992

Donald W. Rice
Director of Environmental Management
Port of Los Angeles
P.O. Box 151
San Pedro, CA 90733-0151

Subject: "B" Street Realignment DEIR

Dear Mr. Rice:

The Commission staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the proposed realignment of "B" Street and submits the following comments. Portions of the project are located within the Port of Los Angeles and the balance of the project is outside the Port within the Wilmington-Harbor City Community Planning District. To this point, the NOP reports on Page 8 that:

> The area between existing B Street and existing C Street from Figueroa Street to Neptune Avenue will be purchased by the Port for expansion of the existing container terminal facility located at Berths 136-139.
>
> ...
>
> There are approximately 44 total acres in the acquisition area, of which approximately 30 acres will be purchased and developed for Port related uses.
>
> ...
>
> Expansion of the existing container terminal facility into the property acquisition area will provide additional space for existing operations and activities....

The Draft Environmental Impact Report should address the need for preparation of a port master plan amendment to reflect the proposed expansion of the Port boundary and to identify the allowable land uses for the acreage to be incorporated into Planning Areas 4 and 5 of the Port. The DEIR should also address coastal development permit requirements (Port, City of Los Angeles, and Coastal Commission) for those parts of the project located within and outside the Port.

Thank you for the opportunity to comment on the NOP. Commission staff reserves the right to submit additional comments after receipt of the DEIR.

Sincerely,

Larry Simon
Ports Coordinator

cc: Teresa Henry, CCC-LA

9320P

BKM

South Coast
AIR QUALITY MANAGEMENT DISTRICT
21865 E. Copley Drive, Diamond Bar, CA 91765-4182 (714) 396-2000

February 28, 1992

Mr. Donald W. Rice
Director of Environmental Management
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, CA 90733-0151

RECEIVED
MAR 3 1992
Environmental Affairs
LA Harbor Dept.
City of L.A.

Dear Mr. Rice:

Subject: **B Street Realignment**

SCAQMD# LAC920211-02

The South Coast Air Quality Management District (District) appreciates the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the B Street Realignment. SCAQMD is responsible for adopting, implementing, and enforcing air quality regulations in the South Coast Air Quality Management District, which includes the project location. As a responsible agency, SCAQMD reviews and analyzes environmental documents for projects that may generate significant adverse air quality impacts. In this capacity, SCAQMD advises lead agencies in addressing and mitigating the potential adverse air quality impacts caused by projects.

To assist the Lead Agency in the preparation of the air quality analysis for the EIR, the following is a summarization for evaluating air quality impacts.

Baseline Information: Describe the existing climate and air quality of the region and project site location.

Identify and quantify all project **Sources of Emissions.**

Compare and assess anticipated project emissions with the District's **Thresholds of Significance** and the existing air quality of the region and project location.

Identify and assess **Toxic Source Emissions** at the project location.

Assess **Cumulative Air Quality Impacts** from related projects.

Assess **Consistency** with the AQMP.

Identify and quantify **Project Alternatives** that may attain the goals of the project with substantially fewer or less significant impacts including the No Project Alternative.

Identify **Mitigation Measures** necessary to reduce air quality impacts.

Discuss strategies to attain a **1.5 AVR** by 1999.

Discuss **vehicle miles traveled** (VMT) reduction strategies.

Discuss **consistency with** locally adopted **Congestion Management Programs (CMPs).**

For additional information please refer to SCAQMD's Air Quality Handbook for Preparing Environmental Impact Reports to assess and mitigate adverse air quality impacts. Attached is a list of potential mitigation measures to reduce air quality impacts if incorporated into the project.

Upon completion of the Draft Environmental Impact Report, please forward two copies to:

Office of Planning & Rules
South Coast Air Quality Management District
21865 Copley Drive
P O Box 4939
Diamond Bar CA 91765-0939

Attn: Local Government - CEQA

If you have any questions, please call me at (714) 396-3055

Sincerely,

Von Loveland for

Connie Day
Program Supervisor
Environmental Review

Attachment

ATTACHMENT

MITIGATION MEASURES

Minimize Construction Activity Emissions:

- o Operate street-sweepers on paved roads adjacent to site.
- o Cover dirt in trucks during on-road hauling.
- o Cease construction during periods when winds exceed 25 miles per hour, or during Stage 1 and 2 episodes.
- o Spread soil binders on site, unpaved roads, and parking areas.
- o Reestablish ground cover on construction site through seeding and watering.
- o Wash off trucks and their wheels when leaving site. A minimum of 2-feet of freeboard height should be kept by all loaded trucks.
- o Construction equipment should be properly tuned.
- o Use low-sulfur fuel for construction equipment.
- o Provide rideshare incentives for construction personnel.
- o Provide transit incentives for construction personnel.
- o Provide a flagperson as needed at construction sites.
- o Provide paved parking areas for the construction personnel.

Limit Long-Term Emissions:

- o Install automated traffic signals as appropriate.
- o Ensure traffic flow management.
- o Coordinate the Transportation System Management, Transportation Demand Management and Congestion Management Plan.
- o Landscape with native drought-resistant plant species to reduce water consumption.
- o Provide dedicated HOV lanes or equivalent Average Vehicle Occupancy (AVO) levels from the beginning of the project.

BLM1

Department of Water and Power the City of Los Angeles

TOM BRADLEY
Mayor

Commission
MICHAEL J. GAGE, *President*
RICK J. CARUSO, *Vice President*
ANGEL M. ECHEVARRIA
DOROTHY GREEN
MARY D. NICHOLS
JUDITH K. DAVISON, *Secretary*

DANIEL W. WATERS, *General Manager and Chief Engineer*
ELDON A. COTTON, *Assistant General Manager - Power*
JAMES F. WICKSER, *Assistant General Manager - Water*
NORMAN L. BUEHRING, *Assistant General Manager - External Affairs*
NORMAN J. POWERS, *Chief Financial Officer*

March 13, 1992

Mr. Donald W. Rice
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, California 90733-0151

RECEIVED
MAR 18 1992
Environmental Mgmt.
LA Harbor Dept
City of LA

Dear Mr. Rice:

Notice of Preparation of a Draft
Environmental Impact Report
B Street Realignment

This is in reply to your Notice of Preparation received February 12, 1992. The Water System maintains facilities within the project that will definitely be affected.

The Water System maintains a 20-inch trunk line in the current alignment of B Street. Realignment would require the trunk line to be relocated to the new alignment or create an easement along the current alignment.

The Water System also maintains distribution mains within the project boundaries that would be affected. These mains along with services and fire hydrants will have to be abandoned.

The reconstruction and/or relocation of the various streets may require mains, services and/or fire hydrants to be relocated or adjusted.

If any additional information is needed, please contact Mr. Cree Horner at (213) 580-8460.

Sincerely,

Laurent McReynolds

LAURENT McREYNOLDS
Engineer in Charge
Water Operating Division

c: Mr. Cree Horner

Recyclable and made from recycled paper

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

March 6, 1992

RECEIVED
APR 8 1992
Environmental Mgmt.
L.A. Harbor Dept.
City of L.A.

TO: Donald W. Rice, Director of Environmental Management

FROM: Fire Department

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT - "B" STREET ALIGNMENT PROJECT

The proposed project consists of the following components:

- Realignment and reconstruction of "B" Street between Figueroa and Alameda Streets.
- Construction of Southern Pacific Trackage between John Gibson Boulevard and Lagoon Avenue.
- Construction of a buffer wall between realigned "B" Street and existing "C" Street from Figueroa Street to Neptune Avenue.
- Condemnation and acquisition of properties between old and new "B" Street for expansion of existing container terminal at Berths 136-139.

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 low 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.

Adequate public and private fire hydrants shall be required.

B. RESPONSE DISTANCE

The Fire Department has existing fire stations at the following locations for initial response into the area of the proposed development:

Fire Station No. 38
Task Force Station - Truck and Engine Company
Paramedic Ambulance
124 East I Street
Staffing - 12
Miles - 1.4

Fire Station No. 49
Single Engine Company
Fire Boats No. 3 and 4
Battalion 6 Headquarters
400 Yacht Street
Staffing - 14
Miles - 1.4

Fire Station No. 85
Task Force Station - Truck and Engine Company
Paramedic Ambulance
1331 West 253rd Street
Staffing - 12
Miles - 3.3

The above distances were computed to the realigned "B" Street and existing Wilmington Avenue. Actual mileage into all ares of the proposed project would be even further.

Based on this criteria (response distance from existing fire stations), fire protection would be considered inadequate.

C. FIREFIGHTING APPARATUS ACCESS

Private roadways for general access use and fire lanes, width shall not be less than 20 feet clear to sky.

When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

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.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

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

CONCLUSION

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.

The proposal plans to vacate various streets within the project area. This action would probably result in the abandonment of existing water mains. This could result in the need to improve the water system in the area to provide adequate fire-flow. Arrangements for the cost of improving the water system shall be made with the Water Services Section at the Department of Water and Power at (213) 580-8411.

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).

Definitive plans and specifications shall be submitted to this Department and requirements for necessary permits satisfied prior to commencement of any portion of this project.

For any additional information, please contact our Hydrant Unit, at (213) 485-5964.

DONALD O. MANNING
Chief Engineer and General Manager

Dal L. Howard

Dal L. Howard, Assistant Fire Marshal
Bureau of Fire Prevention and Public Safety

DLH:ASM:vg/3140E

cc: Councilwoman Joan Milke Flores
Environmental Affairs Commission
Fire Department Planning Section

S.E. (ED) ROWE
GENERAL MANAGER

CITY OF LOS ANGELES
CALIFORNIA

DEPARTMENT OF TRANSPORTATION
ROOM 1200, CITY HALL
LOS ANGELES, CA 90012
(213) 485-2265
FAX (213) 237-0960

TOM BRADLEY
MAYOR

RECEIVED
APR 6 1992
Environmental Mgmt.
L.A. Harbor Dept.
City of L.A.

April 1, 1992

"B" St. between Alameda St. and Figueroa St.

Mr. Donald Rice
Director of Environmental Management
Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90733

NOTICE OF PREPARATION (NOP) FOR A DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE "B" STREET REALIGNMENT

The Department of Transportation has reviewed the NOP for the northerly realignment, reconstruction and widening of "B" Street between Broadway and Figueroa Streets, the reconstruction and widening of "B" Street between Broad and Alameda Streets, and the expansion of the existing container terminal located at Berths 136-139 into the area between old and new "B" Streets. In addition, Figueroa Street/John Gibson Boulevard between "C" Street and 1,000 feet south of "C" Street will be realigned and reconstructed. Southern Pacific trackage will be realigned and substantial utilities will be replaced or relocated.

The proposed 30 acre expansion of the container terminal may generate a significant number of net additional trips. Therefore, a traffic study section should be provided in the DEIR that includes, as a minimum, the elements listed in the attached DOT Traffic Study Guidelines. Because of the proposed interface of "B" Street with the Harbor Freeways ramps, Caltrans should be included in the scoping of the study.

As a minimum requirement the following intersections should be analyzed:

1. "B" and "C" Streets at the Harbor Freeway ramps/Figueroa Street
2. Anaheim Street and Figueroa Street
3. Figueroa Street and Pacific Coast Highway (State Highway)
4. Alameda Street and Pacific Coast Highway (State Highway)
5. Avalon Boulevard and "B" Street
6. Alameda Street and Henry Ford Avenue
7. Alameda Street and Anaheim Street
8. Wilmington Boulevard at "B" Street and at Anaheim Street (If Wilmington Boulevard intersects with "B" Street")

9. Anaheim Street and Henry Ford Avenue

10. Alameda Street and Sepulveda Boulevard

Other intersections should be studied if initial investigation determines possible project related impacts.

If you have any questions please call Charles King at (213) 485-2295.

Harold Vellins.

HAROLD VELLINS
Senior Transportation Engineer

CGK:ib
BST/four

cc: Council District No. 15
Southern District, DOT

Attachment

LOS ANGELES DE ARTMENT OF TRANSPO ATION (LADOT)
TRAFFIC STUDY GUIDELINES
JULY 1991

A. PROJECT INFORMATION

1. Preliminary Discussion

a. Discuss the project with LADOT for an agreement on the scope and content of traffic study under the Specific Plan/Interim Control Ordinance and/or California Environmental Quality Act (CEQA),

b. Submit site plan to LADOT for preliminary approval of driveway location and parking scheme of the proposed project.

c. Sign a memorandum with LADOT on the agreed upon assumptions including study intersections, related projects, trip generation rates, ambient growth rate, trip distribution pattern, projected year of study and methodology for completing the traffic analysis.

d. Pay fees for traffic assessment and/or review of Traffic Study.

2. Progress Report

Continually inform LADOT as the study proceeds including assumptions made in traffic analysis and volume/capacity (V/C) calculations for existing and future conditions before preparing the final report.

B. TRIP CALCULATION

1. All trip generation calculations must be based on gross floor area confined by the outside surface of the exterior walls of a building. Submit site plan and the architect's floor area calculations for review by LADOT.

2. Any claim for trip credit for previous land use must be supported with appropriate documentation such as a copy of the old building permit, certificate of occupancy, business license, lease agreement and/or affidavits and photographs. Also, provide some information regarding when previous land use was terminated.

C. GRAPHICS

The traffic study must include the following ten graphics:

1. Area map and/or site photographs illustrating project location.

2. Area map showing location of related projects. Include table illustrating location, size, description and trip generation of each related project.

3. Site map indicating signalized intersections in the adjacent area and distance of the project driveway(s) from the adjacent intersections. Include location and identification of all significant buildings, driveways, parking areas and loading docks. Indicate height and number of stories of buildings.

4. Graphic(s) showing existing traffic volumes - both a.m. and p.m. peak hour and average daily traffic (ADT) on adjacent streets.

5. Graphic showing future traffic volumes with Ambient Growth (calculated to five years after the projected date of issuance of the building permit) on adjacent streets.

6. Graphics illustrating traffic generated by the related projects - separate map for similar land uses e.g. retail, office, residential, industrial/manufacturing).

7. Graphic showing total traffic volumes on adjacent streets without project for the future year (add steps 4, 5 and 6).

8. Graphic showing traffic volumes generated by project on adjacent streets.

9. Map(s) illustrating project trip distribution percentages (inbound and outbound) at the studied intersections.

10. Graphic showing total traffic volumes with project for the future year (add steps 7 and 8).

D. V/C CALCULATIONS AND LEVEL OF SERVICE (LOS)

1. V/C calculations should be calculated to 3 decimals.
Graphic showing AM & PM peak LOS at studied intersections for existing conditions, future with project and future with project plus mitigation.

Follow the format below for V/C Table (separate tables for a.m. and p.m. peak hours):

Existing Conditions (Year)	Future w/o Project, w/ Ambient Growth (Year)	Future w/o Project, w/ Ambient Growth & Related Projects (Year)	Future w/ Project (Year)	Project Impact	Future w/ Project w/ Traffic Mitigation

2. Use most recent traffic volume counts (2 years old maximum) conducted by LADOT or by qualified data collection firm.

3. Use the most recent applicable LADOT definition of significant transportation impact to determine project impacts (e.g., an increase in the V/C ratio of 0.01 or more at an intersection, with a final V/C ratio of more than 0.90 in Interim Control Ordinance areas (see attached) -

discuss with LADOT). The impacted intersections must be mitigated to a level of insignificance.

E. MITIGATION MEASURES (Impacted Intersections)

1. Existing Conditions

a. Prepare geometric design drawing to a scale 1" = 40' for each of the impacted intersections for existing conditions. Make field investigations and show all important roadway conditions details, including adjacent land use(s), parking restrictions, sidewalks, roadway striping and right-of-way, signal equipment and phasing (separate plans 1" = 20'), and footprints of building line.

b. Use existing LADOT drawings where available and field check for accuracy to reflect current conditions.

c. Provide copy of District Map illustrating public rights-of-way on adjacent streets.

2. Future Conditions with Mitigation

a. Prepare geometric design to scale 1" = 40' with recommended changes in striping including additional roadway and right-of-way necessary to mitigate the impact of the project. See attached Mitigation Plan Submittal Standards dated July 9, 1990. It is required that these plans be prepared on LADOT 24" X 36" mylar standard sheets in most recent version of CAD, so that plans can be converted into final project striping plans.

b. Prepare signal design plan(s) illustrating any modification of phasing and equipment on LADOT 17" x 22" mylar sheets in LADOT approved Autocad format.

c. Submit copies of proposed mitigation plans through Senior Transportation Engineer (Land Mitigation Division) for review and comment of DOT District Office, DOT Design Division and Bureau of Engineering District Office.

3. B-Permit and Cost Estimates

The estimated cost of all recommended mitigation measures including any street widening and signal installation should be included in the traffic study. Consult B-Permit Section of the appropriate Bureau of Engineering District Office, Department of Public Works. Preliminary approval/sign-off from Bureau of Engineering required. All mitigation measures with respect to street improvements must be guaranteed through B-Permit procedure of the Bureau of Engineering on City streets and Encroachment Permit procedure of Caltrans on State highways.

4. Transportation Demand Management (TDM) Program

Prepare an integrated program of TDM measures if TDM is claimed as partial mitigation of project-related traffic impacts or if required under any Interim Control Ordinances or Specific Plan. If TDM exceeds 5% reduction in trip generation include Mitigation Monitoring Agreement as part of TDM plan.

HSV:mjc:guide.two

BOARD OF PUBLIC WORKS
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DEPARTMENT OF
PUBLIC WORKS
BUREAU OF
ENGINEERING
ROBERT S. HORII
CITY ENGINEER
ROOM 800, CITY HALL
LOS ANGELES, CA 90012

Date: MAR 30 1992

RECEIVED
MAR 31 1992
Environmental Mgmt.
L.A. Harbor Dept.
City of L.A.

Donald W. Rice
Director of Environmental Mangement
Port of Los Angeles
425 S. Palos Verdes Street
San Pedro, CA 90733-0151

Dear Mr. Rice:

COMMENTS ON THE NOTICE OF PREPARATION OF A DEIR--B STREET REALIGNMENT

Thank you for the opportunity to comment on this document.

The Bureau of Engineering is proposing to construct a storm drain in Fries Avenue as part of the Capital Improvement Program. Please discuss this in the DEIR.

Proposed sewer projects in the area are currently undergoing funding reevaluation. Wastewater Program Management Division will submit comments regarding sewer projects at a later date.

If you have any questions, please contact Karin Johnson of Project Management Division at (213) 485-6556.

Sincerely,

ROBERT S. HORII
City Engineer

By Andres Santamaria

ANDRES SANTAMARIA
Division Engineer
Project Management Division

RSH/AS/kj
F:rc/bst

cc: Wally Stokes
Louie Yamanishi
James Kho

Recyclable and made from recycled waste.

COUNTY OF ORANGE

ENVIRONMENTAL MANAGEMENT AGENCY
PLANNING

RECEIVED
MAR 5 1992
Environmental Mgmt.
L.A. Harbor Dept.
City of L.A.

MAR 03 1992

MICHAEL M. RUANE
DIRECTOR, EMA

THOMAS B. MATHEWS
DIRECTOR OF PLANNING

LOCATION :
12 CIVIC CENTER PLAZA
SANTA ANA, CA

MAILING ADDRESS :
P.O. BOX 4048
SANTA ANA, CA 92702-4048

TELEPHONE :
(714) 834-4643
FAX #: DPC: 834-4772
2nd Flr: 834-6132

FILE NCL 92-18

Donald W. Rice
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, CA 90733-0151

SUBJECT: NOP for the B Street Realignment

Dear Mr. Rice:

Thank you for the opportunity to respond to the above referenced item. The County of Orange has no comment at this time. However, we would appreciate being informed of any further developments.

If you have any questions or need to contact us, please call Kari Rigoni at (714) 834-2109.

Very truly yours,

Kari A. Rigoni, Sr. Planner
For: Timothy S. Neely, Manager
Environmental Planning Division

CH:sahEPL01-34
2030307551445

CITY OF CYPRESS

5275 Orange Avenue, Cypress, California 90630

Mayor and City Council
(714) 229-6699
Building & Safety
229-6730
Business License
229-6712
City Clerk
229-6680
City Manager
229-6688
Code Enforcement
229-6727
Engineering
229-6741
Finance
229-6713
Maintenance
229-6760
Personnel
229-6681
Planning
229-6720
Police Information
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Purchasing
229-6719
Recreation & Parks
229-6780
Redevelopment
229-6720
Risk Management
229-6685

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FEB 18 1992
Environmental Mgmt.
LA. Harbor Dept.
City of LA.

February 11, 1992

Mr. Donald W. Rice,
Director of Environmental Management
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, California 90733-0151

Subject: Draft Environmental Impact Report (DEIR) for the Proposed B Street Realignment

Dear Mr. Rice:

Thank you for forwarding us a copy of the Draft Environmental Impact Report (DEIR) for the proposed B Street Realignment.

We have reviewed the DEIR, and have no comments at this time. Although this project does not appear to have any significant impacts on the City of Cypress, please keep us informed about any future developments regarding this project.

Sincerely,

Christine Eynon
Planning Director

By: James A. DellaLonga
James A. DellaLonga
Planning Intern

JAD/nl

City of El Segundo

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FEB 24 1992
Environmental Mgmt
L.A. Harbor Dept.
City of L.A.

February 20, 1992

Donald W. Rice
Director of Environmental Management
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, CA 90733-0151

RE: Notice of Preparation of a Draft Environmental Impact Report for the Proposed B Street Re-Alignment Project

Dear Mr. Rice:

The City of El Segundo has received and reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the proposed B Street Re-alignment Project located in the City of Los Angeles, the Wilmington-Harbor City Community Planning District, and the Port of Los Angeles Master Plan Areas Four and Five. The Initial Study indicates that there is potential for a destructive earthquake within a fifty-five (55) mile radius of the harbor which could potentially lead to significant roadway damage. We agree with your inital analysis that the Draft EIR needs to fully address potential impacts related to seismic activity in the area. In addition, the Draft EIR should include a discussion of the existing and any proposed street drainage system, and mitigation measures to avoid excessive discharge into the harbor.

Thank you for the opportunity to comment on the Notice of Preparation. We look forward to receiving and reviewing the Draft Environmental Impact Report.

Sincerely,

Sara Rostamian

Sara Rostamian
Associate Planner

Rice.SR

City of El Segundo
Planning Department
350 Main Street
El Segundo, California 90245-0989
(213) 322-4670 Ext. 382 - FAX: (213) 322-7137

CITY OF LONG BEACH

DEPARTMENT OF PLANNING & BUILDING

333 WEST OCEAN BLVD. • LONG BEACH, CALIFORNIA 90802

(213) 590-6651

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FEB 13 1992
Environmental Mgmt.
L.A. Harbor Dept.
City of L.A.

February 12, 1992

Donald W. Rice
Director of Environmental Management
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, CA 90733-0151

Subject: Notice of Preparation
"B" Street Realignment

Thank you for the opportunity to review the Notice of Preparation and Initial Study. Generally, we concur with the findings as recommended. We do recommend that the impact and/or compatibility of the future Alameda Corridor be evaluated in the report.

We would appreciate receiving a copy of the Draft Environmental Impact Report.

Sincerely,

Gerhardt H. Felgemaker
Environmental Planning Officer

GHF:jm

100 E. Water Street

Wilmington, California 90744

THE WILMINGTON CHAMBER OF COMMERCE

March 3, 1992

Dear Sirs:

The bylaws of the Wilmington Chamber of Commerce, June 23, 1924, Article II states "The Wilmington Chamber of Commerce is organized for the purpose of advancing the commercial, industrial, civic and general interests of the community of Wilmington and the Los Angeles Harbor."

In the fulfillment of that mission the Government Affairs Division of the Wilmington Chamber of Commerce has adopted a supportive position for the implementation of the "2020 Plan" a plan to expand and improve the operation of the Los Angeles Harbor. As business advocates, we endorse the B Street Realignment as an integral part of that plan.

From it's inception the community of Wilmington has been an important part of the commercial and industrial growth of port activities on San Pedro Bay. The dynamics of America's international trade are now shifting from a focus on the established patterns of transatlantic European trade to a global economy with major trading partners located on the Pacific Rim.

These dynamics challenge Worldport LA to continue its historic development in response to those economic forces which have generated this expanding trade. The "2020 Plan" seeks to meet that challenge.

Respectfully submitted,

Lois Denzin
Executive Director
Wilmington Chamber of Commerce

LD:ecv

(310) 834-8586 • FAX (310) 834-8887

Wilmington North Neighborhood Assn.
Promoting Pride In Our Community
P.O. Box 462 Wilmington, CA 90748

RECEIVED
MAR 10 1992
Environmental Mgmt.
LA. Harbor Dept.
City of LA.

March 9, 1992

Donald W. Rice, Director of Environmental Management
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, CA 90733-0151

Mr. Rice:

B/C Street realignment is just an expansion for the Port of Los Angeles, it will not benefit Wilmington.

in the bad economic times we are enduring, you want to create more joblessness by displacing businesses and their workers.

This creates stress on the individuals involved.

I believe project alternatives #2 improvement of B Street with no realignment should be adopted.

It was said by property owners involved that actually a train staging area in this location is the bottom line what the Port has in mind for the Wilmington Community.

Sincerely,

Gertrude Schwab

Gertrude Schwab, President

CC Councilwoman Joan Milke Flores

WILMINGTON HOME OWNERS

P.O. Box 1947 Wilmington, California 90748

RECEIVED
MAR 10 1992
Environmental Mgmt.
LA. Harbor Dept.
City of LA.

3/9/92

Donald W. Rice
Director of Environmental Management
Port of Los Angeles
425 S. Palos Verdes St.
San Pedro, Ca. 90733-0151

SUBJECT: Comments on the Notice of Preparation of Draft Environmental Impact Report - "B Street" Realignment.

Wilmington Home Owners (WHO) takes this opportunity to place on record some of its comments and concerns on the above subject.

1. Notice of Public Scoping Meeting: The notice was mailed Feb. 26th. and received by WHO on Feb. 27th. We must express our grave concern that interested parties are not given an adequate time period in which to absorb and intelligently comment on POLA projects affecting the Wilmington community. We consider 2 weeks to be the minimum notice necessary for an informed response to be prepared. Would POLA be prepared to acquiesce?

2. Preparation of Notice of Preparation and Initial Checklist: The Notice of Preparation was not dated. The "Case No." block was not completed. The title page of the Initial Checklist was not dated. The "Date Submitted" block was not completed. WHO considers these omissions, although minor in nature, to be indicative of the importance POLA places on the considerable negative impacts their projects have on the surrounding neighborhoods. We trust that the EIR will be undertaken with more care and consideration than the N.O.P and I.C. as this project is of great concern to our community.

3. Siting of Public Meeting During the E.I.R.:
WHO formally requests that the mandated meeting on the Draft E.I.R. be held in Wilmington and during evening hours. This will enable the working populace who will be affected by this project to participate.

4. Negative Effects on the Wilmington Community:

a). "C" Street is proposed to be reconstructed from 42 feet to 36 feet. With the added movement of the rail line to immediately south of "C" Street these changes will have the effect of reducing the distance between homes and noisy industry. On page 7 of the N.O.P. it is stated "The proposed height of the wall is not known at this time, and will be determined during future noise studies." WHO inquires how can the noise study be undertaken EFFECTIVELY when it will be conducted BEFORE the Port's activities will commence? WHO requests that the data obtained and the methods used be

included in the E.I.R.

b). POLA has been purchasing lots in the Wilmington community in anticipation of this project being implemented. Please explain the logic behind this activity? Is it that POLA considers the project's implementation a "foregone conclusion?"

c). WHO is concerned that the many small businesses that will be forced to relocate or close will reduce the already scarce employment prospects in our community without a corresponding increase in Port related employment. A further concern is that some of these businesses will relocate to Anaheim Street and this will further adversely affect the residential areas. WHO asks whether it is wise to concentrate more and more land into the hands of one landlord. It would seem that POLA's influence on our community increases at a rate equivalent to the size of its operation.

d). This project will have the effect of bringing M3 zoning closer to R1 zoning which is undesirable at best and deteriorative at worst.

e). Please advise us if it is your intention to obtain ownership of land east of Lagoon Ave. between "B" and "C" streets?

As can be seen from these concerns WHO requests that POLA seriously consider NOT expanding the existing container terminal area UNTIL it has utilized ALL other Port property. Please respond to this statement.

5. Further Comments:

a). WHO requests that design work on all the project alternatives occur concurrently with the completion of the E.I.R.

b). WHO recommends that the proposed bicycle trail not end at Neptune Ave. but continue east and include access to the waterfront project at the foot of Avalon Blvd.

c). WHO requests that a pedestrian overpass be included at the junction of Avalon Blvd. and "B" Street.

d). The proposed cross sections (fig.4 in N.O.P.) are considered inadequate and WHO requests that colored sketches/presentations should have been prepared and presented. These have been made available at previous presentations and provide a much better understanding of the proposals.

e). WHO points out that "B" Street between San Pedro and

Wilmington between the years of 1940 and 1960 was located further south than its present location. Between 1960 and the present the roadway was moved to its current location. If this project is approved "B" Street will, once again, "pick up its roadway and go north" (even the BIBLE does not indicate 2 miracles to one person).

f). The landscaping indicated was not adequately addressed. As a general comment WHO is of the opinion that the quality of landscaping within our community is of a minimum standard compared to other areas. This project, if approved, would be a chance to upgrade the standard.

g). The current condition of "B" Street is appalling and the cross sections provided do not indicate the changes intended. It is further indicated in the cross section on page 4 of the N.O.P. that "C" Street will be lower than either "B" Street and the railroad tracks. Without adequate curbs and drainage this will result in the worsening of the condition of "C" Street. This is a situation WHO is not prepared to tolerate.

h). Does the POLA have any future considerations as to what use it has for the Berths 136 to 139 area (for example - a rail staging area)?

6. Concerns arising from the Initial Study and Checklist:

a). 6a. Noise: WHO takes strong exception to the "maybe" designation! Both road and rail traffic is being brought closer to our residential areas and this MUST result in the potential for an increase in noise levels. Why is it so important to deny the facts as the miraculous phrase "will be mitigated to a level of insignificance" is trotted out to resolve all the problems?

b). Page 8. "Expansion of Berth 136-139 may increase truck and rail traffic". WHO believes that "expansion" equates with "increase". This is another example of the lack of importance placed on the Wilmington community by POLA.

c). 18. Human Health. In light of the fact that the POLA owns the properties at 217 Lagoon Ave. and 131 Marine Ave. what is its estimate of the extent of soil contamination?

7. Recommendations:

a). WHO supports the improvement of "B" Street in preference to realignment.

b). WHO requests that public meetings associated with the project and the E.I.R. process be held in Wilmington.

c). WHO requests that the noise level at 50 feet from the proposed sound wall be a maximum of 55 decibels. This will

enable objective measurements to be made to assure the effectiveness of the sound wall.

d). As this project will result in the relocation of places of employment WHO requests that a study be made of the net effect this project will have on employment. WHO further requests that the POLA make every effort to increase employment prospects in our community.

e). The escrows on port land purchases is handled by San Pedro based escrow concerns. WHO requests that all future purchases be escrowed through Wilmington based institutions.

f). WHO requests that the draft and final E.I.R.s be placed in both the Wilmington and San Pedro libraries with copies made available (gratis) for the public's review.

g). WHO requests that the project provide access to the Harbor Fwy. for residents in the "C" Street area.

In closing WHO would like to express a perception that has been expressed to our board members that the POLA is inexorably creeping northwards to Anaheim Street. This project is seen as an example of this and our community's lack of influence over its own future is cause for alarm. In your desire to become the best and most profitable port in the world please consider your impact on the surrounding area and ameliorate your demands on our community. Many of us are tied to this community by economic and familial ties and your activities are seen to have a negative effect on the quality of our lives.

Jo Ann Wysocki

Jo Ann Wysocki
President, WHO
PO Box 1947, Wilmington, 90748.
(310) 834-5658

cc: Commissioners (5)
Assemblyman D.Elder
Councilperson J.M.Flores
Media (4)
File

EXXON COMPANY, U.S.A.
POST OFFICE BOX 5025 • THOUSAND OAKS, CALIFORNIA 91359-5025

RIGHT OF WAY & CLAIMS
WESTERN DIVISION

WADE D. COOK
SUPERVISOR

G. R. SHULTZ

RECEIVED
FEB 19 1992
Environmental Mgmt.
L.A. Harbor Dept.
City of L.A.

February 18, 1992

Port of Los Angeles
Donald W. Rice
Director of Environmental Management
425 South Palos Verde Street
San Pedro, California 90733

Exxon has received the Port of Los Angeles' notice of the preparation of an Environmental Impact Report on certain areas to be acquired for Port expansion in the vicinity of Figueroa to Island Streets, south of "C" Street.

Please forward any applicable notices, meetings, etc. to:

Wade D. Cook
P. O. Box 5025
Thousand Oaks, California 91359
Phone (805) 494-2401

Property acquisitions, discussions of P&A's, and purchase of surface fee notifications should also be forwarded to the above address. It is requested that when engineering prints are available this office be notified so that appropriate copies may be secured from the Port of Los Angeles.

Very truly yours,

Wade D. Cook

WDC:sr
018

c: Mr. Mike Lemke, Port of Los Angeles
Mr. Bill Tilley, Port of Los Angeles

RECYCLED

CORREA, DUARTE & COMPANY
BUSINESS MANAGEMENT CONSULTANTS

RECEIVED
FEB 27 1992
Environmental Mgmt.
L.A. Harbor Dept.
City of L.A.

February 17, 1992

Mr. Donald Rice
Director of Environmental Management
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, California 90733-0151

Subject: B Street Realignment

Dr. Mr. Rice:

The purpose of this letter is to call attention to the lack of planning for residents and community of the City of Los Angeles. Although the Project Objectives may be accomplished they will come at the expense of the near-by residents and the City of Wilmington as a whole. Let's discuss each Project Objective to demonstrate that these projects need considerable reassessment.

The first Project Objective is to, "Improve the east/west truck transportation corridor between Figueroa and Alameda Streets". This is certainly a laudable goal, but can be accomplished by the improvement of B Street, and the restriction of access to B street from C street. The acquisition of the properties to the south of C Street could than provide a buffer zone, maybe a Green Zone or Park, between the residential area and the commercial area, thus improving both the lives of the community and the transportation problems that currently exists in this area.

By limiting truck traffic through the City of Wilmington, by City Ordinance and enforcement, the second Project Objective, "Minimize Port related truck traffic through the Wilmington residential community", would be accomplished. A benefit to both the residents and the City of Wilmington, the Port of Los Angeles, the trucking and transportation interest, and the Commercial areas served by the B Street improvement.

As it is easily apparent that this low cost approach would be more than sufficient to satisfy the first two objectives. The third objective is not easily satisfied. Here in lies the crux of the problem. How to increase the volume of goods that can be moved through the terminal? Or, "How to increase revenues, while minimizing costs"? As a businessman I can appreciate this Income Statement approach, but too often this approach comes at a high expense to near-by communities and, in the long run, the entire community as a whole.

This is a case in point! Public Agency dollars being utilized to the benefit of the commercial interest to the detriment of the

160 South Garfield Avenue, Suite C, Alhambra, California 91801 (818) 281-0932 Fax: (818) 281-4872

citizens and community it is sworn the protect, serve, and provide for the Public health and welfare. This Project will provide no jobs in an area that desperately needs jobs. Bringing the rail tracks and truck traffic closer to the residential area will increase noise pollution, air pollution, and decrease the quality of life for community. The need to narrow C Street will also narrow the present buffer zone between trucks and residents. The proposed buffer wall become a graffiti marked eyesore by youth that have no jobs and are separated from prosperity by a symbolic wall. Detail plans have been prepared in order to accomplish the goal of "increasing the volume of goods that can be moved through the terminal," but when it comes to the impact on the community the plans are less specific. The Environment Impact Report (EIR) significantly understates the required responses.

These plans must be reconsidered!

If you have any questions concerning this letter, please do not hesitate to call me at my home (818)961-6627 or my office (818)281-0932.

Sincerely,

Arthur D Allen

Arthur D. Allen

Harold Romberg
1227 Lakme Ave.
Wilmington, CA 90744

9 March 1992

Port of Los Angeles
Environmental Management Division
Attn.Betsy Mitchell
425 South Palos Verdes Street
San Pedro, CA 90731

RECEIVED
MAR 11 1992
Environmental Mgmt
L.A. Harbor Dept.
City of L.A.

Re: 'B' Street Realignment Project

Dear Betsy Mitchell

I am opposed to the realignment project as proposed by the Port of Los Angeles.

The two objections I have are:

1/ The alignment of 'B' Street to the 'C' Street location on the West end would effect the environment of the residents North of "C' Street. The proximity of the heavy truck traffic and eventual relocation of the railway would have a big impact on their quality of living. Even with a 'sound barrier' the noise would be many times what it would be if the traffic would be routed directly to the present 'B' street location.

If 'B' Street would start at the present freeway 'C' Street off ramp, intersecting with the John S. Gibson Blvd. at that point and then curve to the South (within the first block) and continue on the present 'B' street the environment would not be effected nearly as much.

2/ The second objection is the purchase of property in the Wilmington area by the Port of Los Angeles Harbor Department. It appears that the Department is wanting to push the City of Wilmington as far North as they can. Every property the Department purchases comes off the tax roll and our City loses in the eventual increase of property taxes.

Cul-de-Sacs look like a good way to keep the community off the main East-West highway for heavy traffic, therefore increasing safety.

I am a resident of Wilmington, and President of the 'Banning Park Neighborhood Association'. We are very interested in maintaining the best quality of living possible in our City by the Harbor.

I also own a business on 'B' street that will lose 17 feet of our building, but that is necessary to improve for the heavy traffic conditions.

Thank you for considering the above,

Sincerely,

Harold Romberg
Resident and Businessman of Wilmington

17 March 1992

Dear City Council Member,

Would you please take the time to understand this situation and save 100's of jobs and the disruption of many peoples lives.

The Port of Los Angeles is a very powerful Organization and they only answer to the city council. They conduct and approve their own Environmental impact reports. They can condemn and purchase for their own account anything they want even if they don't need it.

That is the case here!

Sincerely

Paul T. Duffy
7519 Rundell St.
Downey, Calif. 90242
310 - 923-7862

March 13, 1992

TO: PORT OF LOS ANGELES
425 SOUTH PALOS VERDES STREET
SAN PEDRO, CA. 90733

ATTN: MR. DONALD W. RICE
DIRECTOR OF ENVIRONMENTAL MANAGEMENT

RE: B STREET REALIGNMENT

FROM: PAUL J. DUFFY
7519 RUNDELL STREET
DOWNEY, CA. 90242
PHONE 310 923-7862

Dear Mr. Donald Rice:

I am the owner of the industrial property located at 221 Mar Vista Street in Wilmington, California. I am replying to your letter postmarked 4 Feb. 1992 from LSA Associates in Irvine, California.

This letter is a "Notice of Preparation" in which we have 45 days with which to respond to. This notice advises all property owners that within 18 months all their property will be either purchased or condemned after the appropriate Environmental Impact Report is completed and approved by the Port of Los Angeles. I am surprised that this complete process takes place "In House". That is that the port does the entire process from defining the need to condemn and acquire these properties through the entire regulatory studies and final approval.

I am totally opposed to "Realigning B Street" and wish to have the following included in your "Draft Environmental Impact Report".

1) On my property leased to Transit Contractors (a Division of Ryder Systems) more than One Hundred Twenty Five (125) people make a living for their families. Half of these people are handicapped. There are no suitable large pieces of industrial property in the area to move to. My neighbor just completed a new truck wash and restaurant which employs over twenty five people. Where do these displaced people make a living? There are according to your own words (page 7 of the port's initial study) approximately 10-11 residential units and approximately 20 commercial operations on the approximately 30 acres to be acquired. Many of these operations will cease to exist. Your report should reflect the concern and anxiety many of these people have about their future and how you plan to remedy it. People count too! There would be a significant "DECREASE" in jobs in the area. I am requesting a Socio-Economic Study of displaced

employees, businesses, and local residents as part of the EIS.

2) The property tax base for local schools in the Wilmington area would be significantly affected by this acquisition. How much money would the local school district lose as a result of the port's acquisition?

3) As a property owner in the area I am aware of the fact that Mitsui O.K. Lines (the current tenant of Berths 136-139) does not want to lease any additional space. You mention this on page 8 of the "Notice of Preparation". The Port then goes on to explain "Alternative Uses" for this property. To condemn this property for no particular project and displace hundreds of people's jobs is hard to believe. What is the true objective of this project?

4) Your stated objectives are very suspect. To improve the East-West Corridor for truck traffic and to reduce overall noise levels through the residential neighborhood you move the truck and railroad traffic (the entire street) within 50 feet of them with a wall in between? Why not just widen B Street where it is and put a wall on the North Side of the existing st? What is wrong with leaving B St. one block from the residential neighborhoods as it is now? With all of the associated pollution and noise what is the impact on the grade school on C St and Hawaiian Ave from the excess pollution, truck and railroad noise and street vibration being just 73 away? Please include in your impact report.

5) Please provide a complete cost of the entire project in your impact report including the costs to date of the property already acquired and probable costs of the remaining property together with the estimated costs of demolition of 66 buildings, power, sewer, water, and gas lines.

Please also add the costs of electric and phone services to be disconnected and removed. Also add the costs of construction of the new road to be built North of the existing one including relocating of the railroad track. You mention the closing of 12 oil wells. What is the cost? At what cost per acre does the port lease their property at? The impact report should provide for all costs associated with this project. I am requesting a detailed cost analysis to be a part of the environmental impact statement. This analysis should include all of the above costs and a comparison of costs with the project alternatives on page 4 of the B Street Realignment Project Summary. Namely leaving B Street where it is (Option 1) or (Option 2), Improvement of B Street with NO REALIGNMENT.

6) In the EIR please include the number of railroad tracks that you intend to install North next to the residential neighborhoods. The amount of individual railcars that currently use this track on a daily basis and for how long

1.2.5 Southern Pacific Trackage Realignment

The Southern Pacific main line trackage that serves San Pedro will be realigned northerly and parallel to the realigned B Street between John Gibson Boulevard and Lagoon Avenue. The new trackage will be located approximately 35 feet south of the southern curb of the realigned B Street. The existing trackage currently runs parallel to existing B Street. If the trackage remained in its current location following B Street realignment, it would limit the future use of the area between existing and future B Street. Therefore, the trackage is being realigned to maximize the future use of this area.

1.2.6 Condemnation and Acquisition of Properties

The area between existing B Street and existing C Street from Figueroa Street to Neptune Avenue will be purchased by the Port for expansion of the existing container terminal facility located at Berths 136-139. Right-of-way also will be required between Neptune Avenue and Broad Street. The amount of right-of-way required within this segment varies, as B Street transitions back to the old alignment. A small strip of right-of-way will be required along the southern side of B Street between Broad Street and Alameda Street.

There are approximately 44 total acres in the acquisition area, of which approximately 30 acres will be purchased and developed for Port related uses. The existing roads in this area account for approximately 12 acres. The right-of-way required between Neptune Avenue and Alameda accounts for the remaining two acres, and approximately one acre is required for road widening between Fries Avenue and Alameda Street. The roads are currently public, and are proposed to be acquired through the standard City street vacating process. The area of acquisition includes the land east of Figueroa Street, west of Island Avenue, south of existing C street and north of the existing Mitsui lease.

Approximately 186 lots are within the project boundaries; 72 lots have already been acquired by the Port. The remaining 114 properties will be acquired either in total or as partial property takes by the Port. Those properties that are not sold voluntarily will undergo condemnation. Approximately 66 buildings on site will be demolished, and approximately 12 oil wells will be closed and either abandoned or relocated.

Expansion of the existing container terminal facility into the property acquisition area will provide additional space for existing operations and activities. Operations that may be expanded into this area include: container storage, chassis storage, and truck loading and unloading operations. Expansion of the container terminal facility at Berths 136-139 is the Port's desired use for this area. However, whether or not the current tenant of Berths 136-139 chooses to expand and lease this additional land from the Port is dependent on the tenant's needs at the time when the land becomes available for lease. Therefore, if the tenant chooses not to expand into the acquired area, the

	YES	MAYBE	NO
16. **ENERGY.** Will the proposal result in:			
a. Use of exceptional amounts of fuel or energy?			X
b. Significant increase in demand upon existing sources of energy, or require the development of new sources of energy?			X
17. **UTILITIES.** Will the proposal result in a need for new systems, or alterations to the following utilities:			
a. Power or natural gas?		X	
b. Communications systems?		X	
c. Water?		X	
d. Sewer or septic tanks?		X	
e. Storm water drainage?		X	
f. Solid waste and disposal?		X	
18. **HUMAN HEALTH.** Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?		X	
b. Exposure of people to potential health hazards?		X	
19. **AESTHETICS.** Will the proposed project result in:			
a. The obstruction of any scenic vista or view open to the public?		X	
b. The creation of an aesthetically offensive site open to public view?			X
c. The destruction of a stand of trees, a rock outcropping or other locally recognized desirable aesthic natural feature?			X
d. Any negative aesthetic effect?		X	
20. **RECREATION.** Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?		X	
21. **CULTURAL RESOURCES:**			
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?		X	
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?		X	
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?			X
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?			X
22. **MANDATORY FINDINGS OF SIGNIFICANCE.**			
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals.			X
c. Does the project have impacts which are individually limited, but cumulatively considerable?*		X	
d. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?			X

* "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

DISCUSSION OF ENVIRONMENTAL EVALUATION

(Attach additional sheets if necessary)

See attached discussion.

PREPARED BY	TITLE	TELEPHONE	DATE
Betsy Mitchell	Marine Environmental Scientist	(310)519-3975	January 28, 1992

	YES	MAYBE	NO
5. **ANIMAL LIFE.** Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?			X
b. Reduction of the numbers of any unique, rare or endangered species of animals?			X
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?			X
d. Deterioration to existing fish or wildlife habitat?		X	
6. **NOISE.** Will the proposal result in:			
a. Significant increases in existing noise levels?		X	
b. Exposure of people to severe noise levels?		X	
7. **LIGHT AND GLARE.** Will the proposal			
a. Produce new light or glare from street lights or other sources?	X		
b. Reduce access to sunlight of adjacent properties due to shade and shadow			X
8. **LAND USE.** Will the proposal result in an alteration of the present or planned land use of an area?	X		
9. **NATURAL RESOURCES.** Will the proposal result in:			
a. Increase in the rate of use of any natural resources?		X	
b. Depletion of any non-renewable natural resource?			X
10. **RISK OF UPSET.** Will the proposal involve:			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?		X	
b. Possible interference with an emergency response plan or an emergency evacuation plan.		X	
11. **POPULATION.** Will the proposal result in:			
a. The relocation of any persons because of the effects upon housing, commercial or industrial facilities?	X		
b. Significantly change in the distribution, density or growth rate of the human population of an area?			X
12. **HOUSING.** Will the proposal:			
a. Affect existing housing, or create a demand for additional housing?		X	
b. Have a significant impact on the available rental housing in the community?			X
c. Result in significant demolition, relocation or remodeling of residential, commercial, or industrial buildings or other facilities?		X	
13. **RIGHT OF WAY.** Will the proposal result in:			
a. Reduced front/side lot area?			X
b. Reduced access?	X		
c. Reduced off-street parking?		X	
d. Creation of abrupt grade differential between public and private property?			X
14. **Transportation/Circulation.** Will the proposal result in:			
a. Generation of significant additional vehicular movement?		X	
b. Significant effects on existing parking facilities, or demand for new parking?			X
c. Impact upon existing transportation systems?	X		
d. Alterations to present patterns of circulation or movement of people and/or goods?	X		
e. Alterations to waterborne, rail or air traffic?	X		
f. Significant increase in traffic hazards to motor vehicles, bicyclists or pedestrians?			X
15. **PUBLIC SERVICES.** Will the proposal have a significant effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?			X
b. Police protection?			X
c. Schools?			X
d. Parks or other recreational facilities?			X
e. Maintenance of public facilities, including roads?		X	
f. Other governmental services?			X

INITIAL STUDY CHECKLIST (To be completed by Lead City Agency)

BACKGROUND

PROPONENT NAME	PHONE
Port of Los Angeles	(213) 519-0291
PROPONENT ADDRESS	
425 South Palos Verdes Street San Pedro, CA 90733-0151	
AGENCY REQUIRING CHECKLIST	**DATE SUBMITTED**

PROPOSAL NAME (If applicable)
B Street Realignment

ENVIRONMENTAL IMPACTS

(Explanations of all "yes" and "maybe" answers are required to be attached on separate sheets.)

	YES	MAYBE	NO
1. EARTH. Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?			X
b. Disruptions, displacements, compaction or overcovering of the soil?	X		
c. Change in topography or ground surface relief features?		X	
d. The destruction, covering or modification of any unique geologic or physical features?			X
e. Any increase in wind or water erosion of soils, either on or off the site?		X	
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?			X
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	X		
2. AIR. Will the proposal result in:			
a. Air emissions or deterioration of ambient air quality?		X	
b. The creation of objectionable odors?		X	
c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?			X
d. Expose the project residents to severe air pollution conditions?			X
3. WATER. Will the proposal result in:			
a. changes in currents, or the course or direction of water movements, in either marine or fresh waters?			X
b. Changes in absorption rates, drainage patterns, or the rate and amounts of surface water runoff?	X		
c. Alterations to the course or flow of flood waters?		X	
d. Change in the amount of surface water in any water body?			X
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?		X	
f. Alteration of the direction or rate of flow of ground waters?			X
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?		X	
h. Reduction in the amount of water otherwise available for public water supplies?			X
i. Exposure of people or property to water related hazards such as flooding or tidal waves?		X	
j. Significant changes in the temperature, flow, or chemical content of surface thermal springs.			X
4. PLANT LIFE. Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops and aquatic plants)?			X
b. Reduction of the numbers of any unique, rare or endangered species of plants?			X
c. Introduction of new species of plants into an area, or is a barrier to the normal replenishment of existing species?			X
d. Reduction in acreage of any agricultural crop?			X

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY AND CHECKLIST

(Article IV — City CEQA Guidelines)

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
Port of Los Angeles		

PROJECT TITLE/NO.	CASE NO.
B Street Realignment	

PREVIOUS ACTIONS CASE NO.

☐ **DOES** have significant changes from previous actions.
☐ **DOES NOT** have significant changes from previous actions.

PROJECT DESCRIPTION: The B Street Realignment project involves the realignment and reconstruction of B Street between Figueroa Street and Alameda; the realignment of the Southern Pacific trackage between Neptune Avenue and John S. Gibson Boulevard; the development of the area between old and new B Street for various land uses. Existing properties located within this area will be acquired, buildings will be demolished under condemnation, relocation assistance will be provided to existing occupants.

PROJECT LOCATION
Between Figueroa and Alameda Streets located in the City of Los Angeles within the Wilmington-Harbor City Community Planning District

PLANNING DISTRICT	STATUS:
Wilmington-Harbor City Community Planning District	☐ PRELIMINARY ☐ PROPOSED _____ ☐ ADOPTED date

EXISTING ZONING	MAX. DENSITY ZONING	PROJECT DENSITY
PLANNED LAND USE & ZONE	MAX. DENSITY PLAN	☐ DOES CONFORM TO PLAN ☐ DOES NOT CONFORM TO PLAN
PLAN DENSITY RANGE	PROJECT DENSITY	☐ NO PLAN

DETERMINATION (to be completed by Lead City Agency)

On the basis of the attached initial study checklist and evaluation:

NEGATIVE DECLARATION	☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
CONDITIONAL NEGATIVE DECLARATION	☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A CONDITIONAL NEGATIVE DECLARATION WILL BE PREPARED. (See attached condition(s))
ENVIRONMENTAL IMPACT REPORT	☒ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Donald W. Rice
SIGNATURE

Director of Environmental Management
TITLE

18. HUMAN HEALTH

a, b

The proposed project could create a health hazard during construction as a result of site characterization, remediation, excavation and exposure of potentially contaminated soil and groundwater. People exposed to contaminated soil or groundwater could be exposed to potential health hazards. Construction workers in particular would be at risk.

As noted above, soils found to be contaminated will be isolated and provided with secondary containment in the form of temporary lined storage prior to disposal. If contaminated groundwater is encountered, it will be handled and treated in a manner that complies with all applicable rules and regulations.

19. AESTHETICS

a, d

Although construction of a wall between realigned B Street and C Street will attenuate noise, it may have a negative aesthetic effect. The existing viewshed does not have any aesthetically noteworthy characteristics; however, from the north side of C Street it is currently an open view of the industrial area between existing B and C Streets and the Port facilities beyond. The wall would obstruct all views of this area. However, the wall will be landscaped to enhance the aesthetic quality.

20. RECREATION

Construction of the realigned B Street and between B and C Streets may temporarily interfere with the quality of recreational opportunities at the Park located at the corner of Bayview Avenue and C Street. This potential impact will be investigated in the EIR.

21. CULTURAL RESOURCES

a, b

The proposed project has the potential to affect prehistoric and archaeological sites. The project area is characterized as having a potential for such sites. The EIR will review records and conduct a survey to determine the likelihood of such sites occurring within the project boundaries.

Buildings will be demolished within the area designated for acquisition. As a part of the EIR, each building within the acquisition area will be evaluated

traffic during road construction. Advanced notification of blockage of streets and driveways and other limitation of access or alterations will be provided to all emergency response and planning agencies. The effect would be temporary and not significant as mitigated.

The Operations Control Dispatch Section of the Fire Department would be notified prior to any construction that could affect Fire Department access to streets, fire hydrants, or structures in order to allow Fire Suppression and Emergency Medical Services to plan alternative routes or contingency plans as needed.

11. POPULATION

a

Page 7 of Initial Study Checklist

Acquisition of the properties between old and new B Street will include the acquisition and relocation of approximately 10-11 residential units and approximately 20 commercial operations. Both housing and business relocation will be done in accordance with applicable State and City guidelines.

b "A DECREASE"

The project will not create a significant increase in jobs and, therefore, will not influence the growth rate in the general project vicinity.

12. HOUSING

a, b, c

See response to Item 11 above.

13. RIGHT-OF-WAY

b, c

As described in the project description, the proposed buffer wall will restrict access to C Street between Figueroa Street and Neptune Avenue. Neptune, Lagoon, Island and Marine Avenues will be either cul-de-saced or closed off. Fries Avenue, Avalon Boulevard and Broad Avenue will remain open. Thus, access to C Street and B Street will be modified. However, limiting access to B Street is a project objective to encourage its use for truck traffic and through automobile traffic only, and to minimize truck travel through residential neighborhoods. Also, off-street parking may be modified by the proposed project; however, the extent of this modification is not known at this time. Access and parking issues will be evaluated in the EIR.

each day? The impact on the neighborhood and schools from the noise and vibration will be at what level.

7) In the EIR please include the number of vehicles currently using B St? Currently using C St? I am requesting that the EIR review the significant air pollution with the streets combined next to one another on the adjoining neighborhoods and schools.

This project seems to be a tremendous waste of resources with no fundamental reason other than to justify the Port's previous purchases.

Sincerely,

Paul J. Duffy

Paul J. Duffy

CC: All L.A. City Council Members
Los Angeles Times
Arthur Kralowec, Attorney at Law

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 ADDRESS (Street, City, Zip)	**FROM:**	LEAD CITY AGENCY Port of Los Angeles ADDRESS (Street, City, Zip) 425 South Palos Verdes Street San Pedro, CA 90733-0151

▶ **SUBJECT:** Notice of Preparation of a Draft Environmental Impact Report

PROJECT TITLE	CASE NO.
B Street Realignment	

PROJECT APPLICANT, IF ANY

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 Donald W. Rice 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
Donald W. Rice Donald W. Rice	Director of Environmental Management	(310) 519-3675	

1.0 PROJECT DESCRIPTION FOR THE B STREET REALIGNMENT PROJECT

The entire proposed project area is located in the City of Los Angeles. Portions of the project are within the Wilmington-Harbor City Community Planning District. Portions of the project area are also located within the Port of Los Angeles Master Plan Areas Four and Five. Figure 1 illustrates the proposed project's regional location; Figure 2 illustrates the local project vicinity.

1.1 PROJECT OBJECTIVES

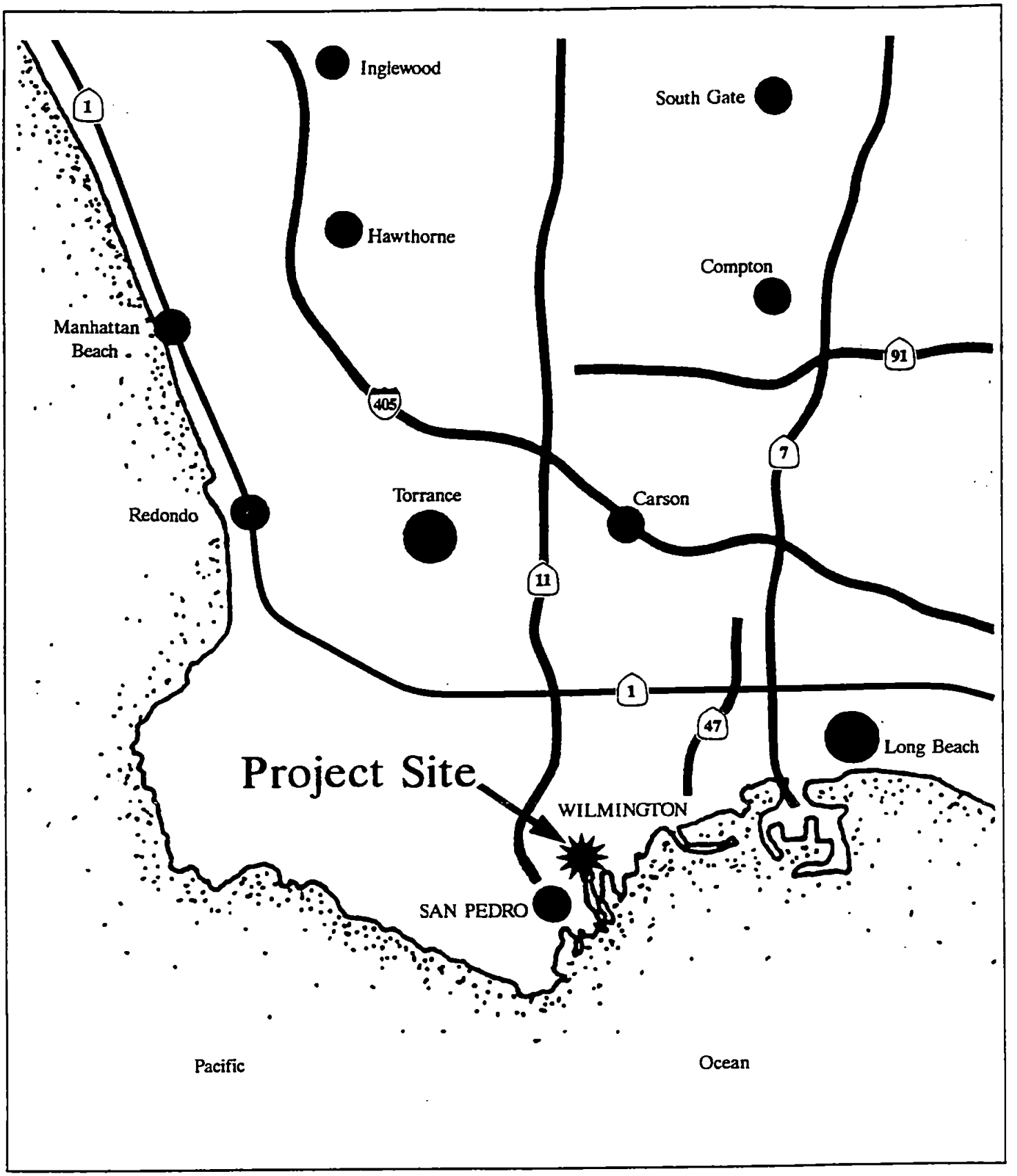
The objectives of the B Street realignment project are listed below:

- Improve the east/west truck transportation corridor between Figueroa and Alameda Streets;
- Minimize Port related truck traffic through the Wilmington residential community; and
- Modify and expand the container terminal facility located at Berths 136-139 to increase the volume of goods that can be moved through the terminal.

1.2 DESCRIPTION OF PROJECT COMPONENTS

The B Street Realignment project consists of the following seven activities:

1. Northerly realignment, reconstruction and widening of B Street between Figueroa and Broad Streets; including the reconstruction of the south side of C Street.
2. Reconstruction and widening of B Street between Broad Street and Alameda Street.
3. Construction of a buffer (noise) wall between the realigned B Street and existing C Street from Figueroa Street to Neptune Avenue.
4. Realignment and reconstruction of Figueroa Street/John Gibson Boulevard between C Street and 1,000 feet to the south of C Street.
5. Realignment of the Southern Pacific trackage between John Gibson Boulevard and Lagoon Avenue.
6. Condemnation and acquisition of properties between old and new B Street for expansion of the existing container terminal, which currently occupies Berth 136-139. Site characterization and remediation will



12/20/91(POL101)

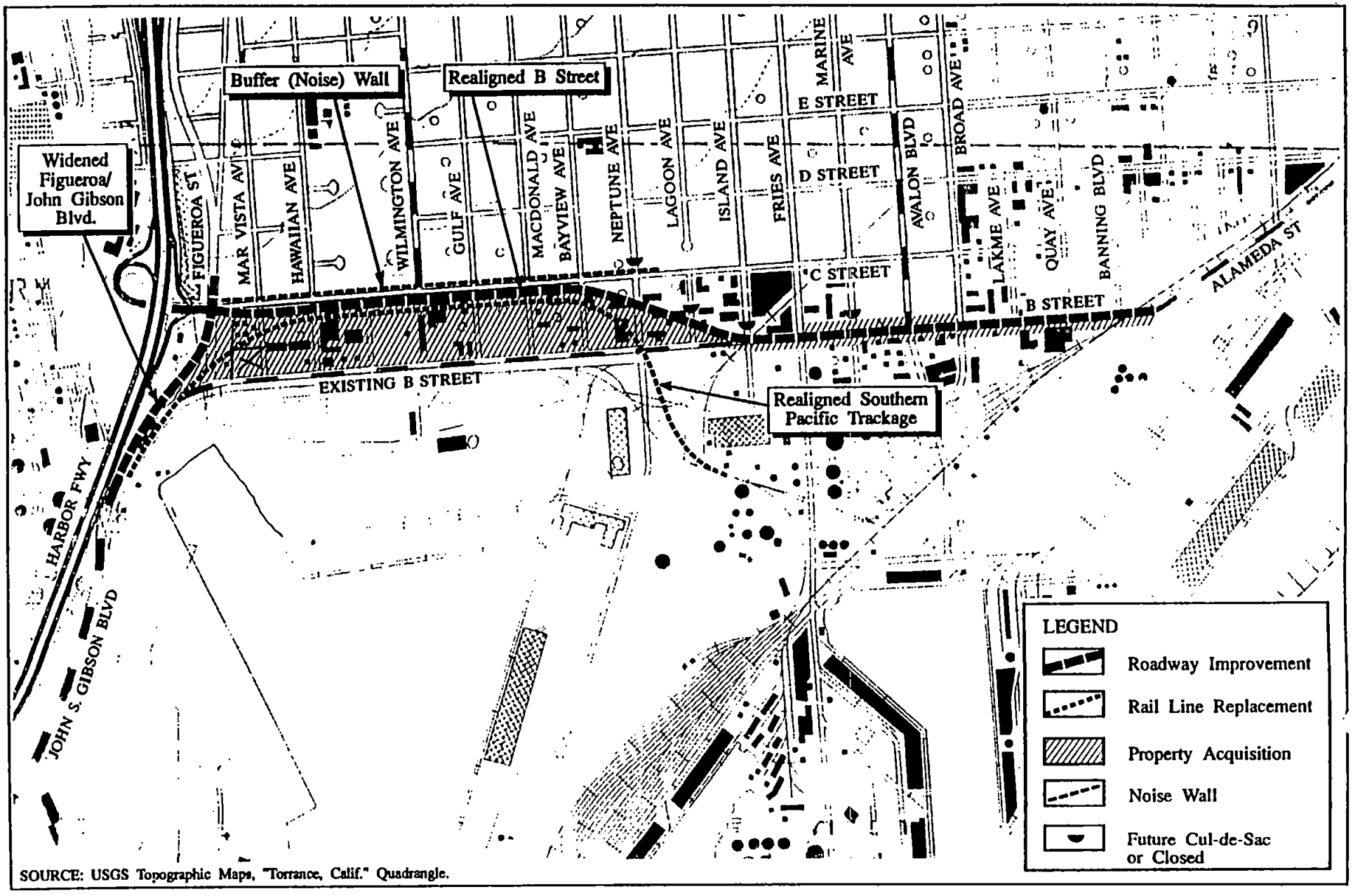
Figure 1

N

ISA

Approximate Scale in Miles

Regional Location



SOURCE: USGS Topographic Maps, "Torrance, Calif." Quadrangle.

2/3/92(POL101)

Figure 2

N

LSA

Scale in Feet

0 500 1000

Project Vicinity Map

be performed on the soil and groundwater of acquired properties, in compliance with all applicable laws and regulations.

7. Relocation and replacement of sewer lines, storm drains and utilities that are located within the area of project construction.

Each of the above proposed activities is described in detail below.

1.2.1. Realignment and Reconstruction of B Street Alignment Between Figueroa and Broad Streets

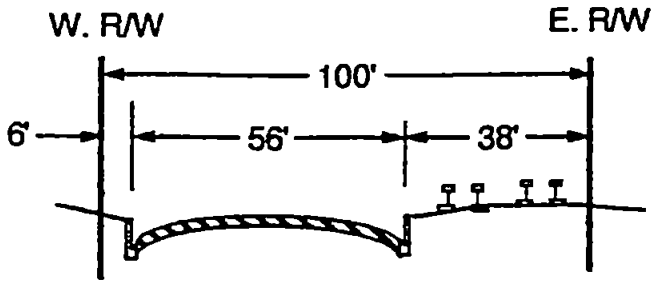
The proposed realignment project involves improvement of B Street between Figueroa Street and Alameda Street. B Street will be relocated north of its existing location between Figueroa Street and Bayview Avenue. B Street will run parallel to existing C Street between Figueroa Street and Bayview Avenue, and will transition to the existing alignment between Bayview Avenue and Broad Avenue.

B Street will connect to the Harbor Freeway (SR-110) at the existing C Street off-ramp. C Street will terminate at Mar Vista Avenue, and will no longer connect to the Harbor Freeway. C Street will become a local vehicle access street, while B Street will become a designated truck route.

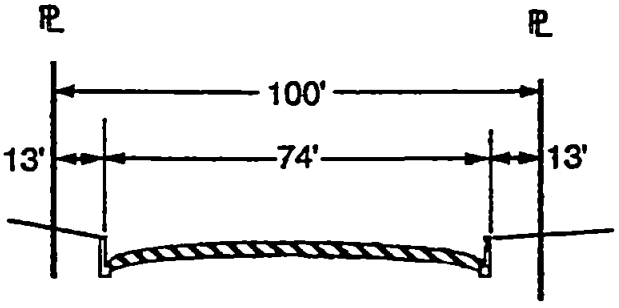
Figure 3 illustrates the existing cross section for B Street and Figueroa Street. Typical cross sections for the reconstructed, realigned and widened B Street and Figueroa Street are illustrated in Figure 4. As seen in the Figure 4, B Street will be constructed within an 80 foot curb to curb width between Figueroa Street and Bayview Avenue. The total right-of-way required for this segment of B Street and C Street is 163 feet. The right-of-way accommodates a proposed buffer wall between existing C Street and new B Street. The realignment of the Southern Pacific trackage between John S. Gibson Boulevard and Neptune Avenue will be reconstructed within a Port of Los Angeles easement. The proposed buffer wall terminates at Neptune Avenue and the Southern Pacific trackage connects with existing trackage near Lagoon Avenue.

The B Street right-of-way between Bayview Avenue and Broad Avenue is reduced to 100 feet. B Street transitions back to the existing alignment within this segment. The street width (curb to curb) between Bayview and Broad Avenue will be 80 feet. Right-of-way will also be required within this segment.

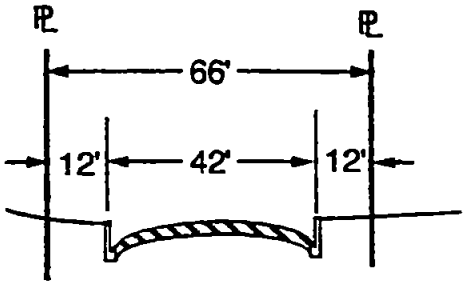
C Street is proposed to be reconstructed as a 36 foot curb to curb street. Access to C Street from the reconstructed B Street will be restricted between Figueroa Street and Broad Avenue. The buffer wall will restrict access to C Street between Figueroa Street and Neptune Avenue. Neptune, Lagoon, Island and Marine Avenue will either be cul-de-saced or closed off. Fries Avenue, Avalon Boulevard and Broad Avenue will remain open.



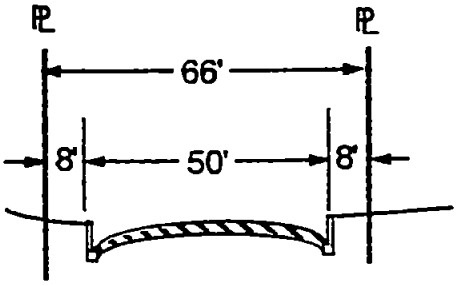
EXISTING JOHN S. GIBSON BLVD.
BETWEEN "B" ST. AND 400' SOUTHERLY



EXISTING FIGUEROA ST.
BETWEEN "C" ST. AND "B" ST.



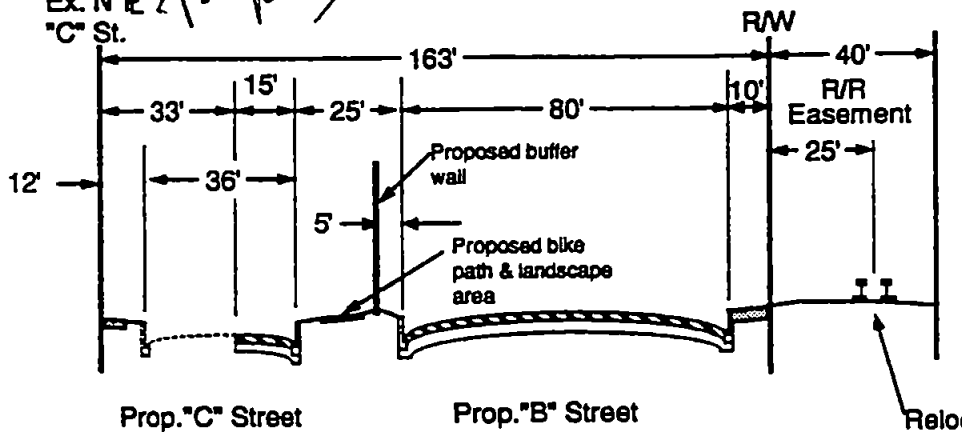
EXISTING "C" STREET
WILMINGTON BLVD.TO LAGOON AVE.



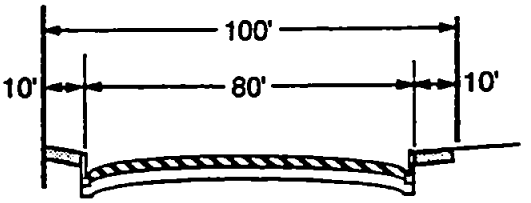
EXISTING "B" STREET
FIGUEROA ST. TO ALAMEDA ST.

1/13/92(POL101)

Figure 3

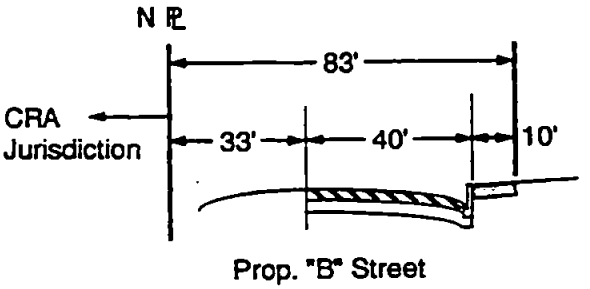


"B" STREET IMPROVEMENTS
BETWEEN FIGUEROA ST. AND BAYVIEW AVE.



"B" STREET IMPROVEMENTS
BETWEEN BAYVIEW AVE. & BROAD AVE.

J. S. GIBSON BLVD./FIGUEROA ST.
IMPROVEMENTS
BETWEEN "C" ST. AND 1000' SOUTHERLY.



"B" STREET IMPROVEMENTS
BETWEEN BROAD AVE. & ALAMEDA ST.

12/20/91(POL101)

Figure 4

LSA Not to Scale

Proposed Typical Cross Sections

1.2.2 Reconstruction of B Street Between Broad Street and Alameda Street

As shown in Figure 4, the proposed B Street right-of-way between Broad Avenue and Alameda Street is 83 feet. This project will address only the reconstruction and widening of B Street along the southern half of B Street. The northern half of B Street is within the City's redevelopment agency jurisdiction. A small strip of right-of-way will be required along the southern side of B Street between Broad Street and Alameda Street.

Access to the reconstructed B Street from the north between Broad and Alameda will remain open. None of the north/south streets within this segment (i.e., Marine, Broad, Lakme and Quay Streets) would be closed or cul-de-saced.

1.2.3 Buffer Wall Construction

As noted previously, a proposed buffer wall is planned between the realigned B Street and existing C Street from Figueroa Street to Neptune Avenue. This wall will provide noise attenuation from the realigned B Street and rail realignment. The proposed height of the wall is not known at this time, and will be determined during future noise studies. All streets that intersect C Street between Figueroa Street and Fries Avenue will either terminate at C Street or be reconstructed as cul-de-sacs prior to intersecting C Street, and thus access to B Street from these streets will not be provided. These streets include Mar Vista Avenue, Hawaiian Avenue, King Avenue, Wilmington Avenue, Gulf Avenue, Mcdonald Avenue, Bayview Avenue, Neptune Avenue, Lagoon Avenue, Island Avenue and Marine Avenue (see Figure 2). Reconstruction of selected streets as cul-de-sacs would be done concurrent with B Street construction.

1.2.4 Realignment, Reconstruction and Widening of Figueroa Street/John Gibson Boulevard

As shown in Figures 3 and 4, Figueroa Avenue between C and B Street will be reconstructed and widened. The curb to curb width will be expanded approximately six feet. Additional right-of-way will be required for this widening and realignment. John Gibson Boulevard will be reconstructed and widened from existing B Street to approximately 400 feet south of B Street. The curb to curb width of John Gibson Boulevard will be expanded approximately 24 feet within this segment. Additional right-of-way will be required for this widening. Widening of Figueroa Avenue/John Gibson Boulevard will improve truck access to SR-110 from the realigned B Street, as well as from Port operations located south along John Gibson Boulevard.

- Acquisition of properties — 18 months

Concurrent:

- B Street realignment and widening; and C Street reconstruction — 18 months
- Figueroa/John Gibson Boulevard widening — 6 months

Concurrent:

- Railroad realignment — 5 months
- Expansion of container terminal — 12 months

1.4 PROJECT ALTERNATIVES

The California Environmental Quality Act (CEQA) requires that an EIR include a discussion of reasonable project alternatives that are "capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly" (CEQA Section 15126(d)(3)).

The project alternatives to be evaluated in the EIR include:

1.4.1 No Project Alternative

Under the No Project Alternative, B Street would not be realigned and the existing uses that currently occupy the area between existing B and C Street would continue to operate as they have in the past. The no project scenario will be evaluated for a future year condition, which assumes build out of other committed port and local community projects.

1.4.2 Improvement of B Street with no realignment

This project alternative would eliminate the realignment of B Street and the Southern Pacific trackage, but would still include roadway widening and improvement. The expansion of the container terminal facility would also be eliminated from the project, as this expansion is dependent on realignment of B Street and the acquisition of properties between the old and new realigned B Street.

Don't know what to do with property after Condemnation!!

1.4.3 Container Terminal Expansion Alternatives

The following uses represent potential alternatives to the expansion of the container Terminal Facility:

Open Storage

Use of the area between old and new B Street for open storage would include storage of one or a combination of the following:

- Empty container storage
- Chassis storage
- Automobile storage
- General cargo Storage.

Empty container storage would include the supply of empty containers until they are needed. Containers can be stacked four high. Based upon size and acreage parameters, approximately 13,000 containers could be stored if the entire property (30 acres) were used for this use. These containers could be stacked on the existing ground or pavement; therefore, no grading or paving would be required for this use.

Empty chassis storage would involve the storage of trailers until needed for use. If the chassis were stored horizontally, 2,700 chassis could be stored within this area. If stored vertically, the site could accommodate 27,000 chassis. The area used for storage of chassis would be paved for this use.

The area may also be used for storage of automobiles. This area would provide temporary storage after the vehicles have been unloaded from ships, prior to their delivery to car dealerships. The area designated for vehicle storage would also be paved with either light duty pavement or rock and oil paving. Approximately 5,200 vehicles could be stored over the entire 30 acre site.

General cargo storage would include any cargo that could be transported by ship exclusive of the above materials, bulk liquid or loose dry bulk products. Examples could include steel coils, steel plates and beams, coiled steel and machinery. These materials could be stacked on the existing ground or pavement; therefore, no grading or paving would be required for this use.

Container Freight Operation

A container freight station is a facility where containers are unpacked and the contents are redistributed. A large shed type building would be constructed, with loading docks and bay doors on both sides. The chassis with a container is backed into the loading dock for unloading and repacking. Based on a similar use at the American Presidents Line (APL) facility, each station re-

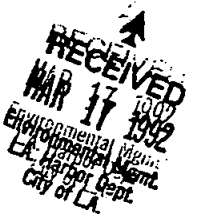
quires approximately nine acres. Therefore, the project area could accommodate three container freight stations.

Warehouse Storage

In order to use the project area for warehouse storage, existing buildings would be converted for storage. However, it is not known at this time how many of the existing buildings would be appropriate for storage use. The types of materials to be stored in such buildings would include products such as cotton, steel, bulk paper, general merchandise, etc. For purposes of this analysis, approximately three to six existing buildings will be used for storage. The square footage of each building is an estimated 15,000 to 50,000. Buildings of this size will cover an estimated five or six acres of the entire 30 acre and provide a 16 percent site coverage.

1.4.4 Off-Site Alternatives

An evaluation will be conducted to determine whether an off-site alternative is available or feasible for this project. Possible alternatives that will be investigated include rerouting Port truck traffic onto a different roadway, and expanding the container terminal operations at another location within the Port. If potential off-site alternatives are identified as a result of this evaluation, these alternatives will be presented and investigated in the EIR.



March 13, 1992

TO: Mr. Donald W. Rice
Director of Environmental Management
Port of Los Angeles
425 South Palos Verdes St.
San Pedro, CA 90733

FROM: John G. (Jack) Howes
P & J Engineering
1552 Seabright Ave.
Long Beach, CA 90813

SUBJECT: Port of Los Angeles "B" Street Realignment

Dear Mr. Rice:

As a concerned citizen and businessman in the port area, I am opposed to the "B" Street realignment proposal for the following reasons:

1. The second project objective on the first page (as identified in the LSA associates summary dated 3/3/92) is to minimize truck traffic and therefore reduce noise levels in the residential community. It would appear that even with a "sound wall", this can hardly be accomplished by moving the road to within a few feet of existing residences. Instead of a block wide "buffer zone" that now helps to dissipate vibration, noise and exhaust pollution, the trucks will be, at the closest, some 36 feet to a residence.

2. Cost in Dollars Vs Benefit. The project will cost many millions while displacing some twelve residents and twenty businesses in order to add, according to the report, some 30 acres that can be developed for port related uses. This plan does not seem to make economic sense, especially with the knowledge that the port controls a great deal of undeveloped property that could be improved as tenants become available. The huge cost of an additional 30 acres of surplus property seems to be a great waste of money that could be better spent.

3. Cost in Human Terms. I have personal knowledge of two of the businesses that will be displaced under the "B" Street realignment proposal. Ryder ATC Management Service Company employs in excess of 130 people at "B" and Mar Vista. The adjacent new truck scale, wash, and restaurant complex employs some 25 people. Many of these 150 plus people live in the surrounding community and will be hard pressed to relocate during such difficult economic times.

The cost in human terms, together with the millions of dollars it will cost to accomplish the project, does not seem to justify proceeding. It does not, in my opinion, even justify the time and expense of the Environmental Impact Report.

Recommendations:

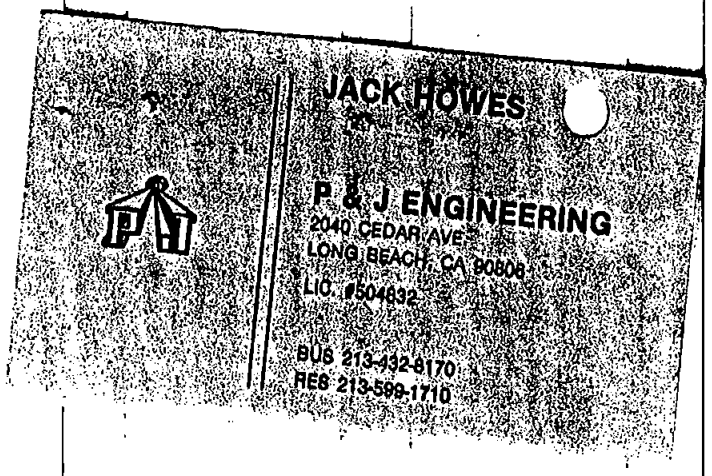
1. Cancel the project to realign "B" Street
2. Cancel the E.I.R. necessary for the realignment
3. Adopt and accomplish, as soon as possible, Project Alternate #2, Improvement of "B" Street with no realignment.

Benefits:

Canceling the realignment and the need of the E.I.R., will allow the people in the area to continue with their personal and business lives without the worry and the necessity of waiting for a minimum of a year and a half to find out what is to become of their homes, jobs, and businesses. At the same time, with the improvement of "B" Street, everyone can be assured that objectives of the port study #1 and #2 will be accomplished. Goal #3 is not needed at the present time. As tenants for port related activities become available, the port can develop property it has already acquired.

Respectfully,

John G. (Jack) Howes


JACK HOWES
P & J ENGINEERING
2040 CEDAR AVE
LONG BEACH, CA 90806
LIC. #504832
BUS 213-432-8170
RES 213-599-1710

1.2.5 Southern Pacific Trackage Realignment

The Southern Pacific main line trackage that serves San Pedro will be realigned northerly and parallel to the realigned B Street between John Gibson Boulevard and Lagoon Avenue. The new trackage will be located approximately 35 feet south of the southern curb of the realigned B Street. The existing trackage currently runs parallel to existing B Street. If the trackage remained in its current location following B Street realignment, it would limit the future use of the area between existing and future B Street. Therefore, the trackage is being realigned to maximize the future use of this area.

1.2.6 Condemnation and Acquisition of Properties

The area between existing B Street and existing C Street from Figueroa Street to Neptune Avenue will be purchased by the Port for expansion of the existing container terminal facility located at Berths 136-139. Right-of-way also will be required between Neptune Avenue and Broad Street. The amount of right-of-way required within this segment varies, as B Street transitions back to the old alignment. A small strip of right-of-way will be required along the southern side of B Street between Broad Street and Alameda Street.

There are approximately 44 total acres in the acquisition area, of which approximately 30 acres will be purchased and developed for Port related uses. The existing roads in this area account for approximately 12 acres. The right-of-way required between Neptune Avenue and Alameda accounts for the remaining two acres, and approximately one acre is required for road widening between Fries Avenue and Alameda Street. The roads are currently public, and are proposed to be acquired through the standard City street vacating process. The area of acquisition includes the land east of Figueroa Street, west of Island Avenue, south of existing C street and north of the existing Mitsui lease.

Approximately 186 lots are within the project boundaries; 72 lots have already been acquired by the Port. The remaining 114 properties will be acquired either in total or as partial property takes by the Port. Those properties that are not sold voluntarily will undergo condemnation. Approximately 66 buildings on site will be demolished, and approximately 12 oil wells will be closed and either abandoned or relocated.

Expansion of the existing container terminal facility into the property acquisition area will provide additional space for existing operations and activities. Operations that may be expanded into this area include: container storage, chassis storage, and truck loading and unloading operations. Expansion of the container terminal facility at Berths 136-139 is the Port's desired use for this area. However, whether or not the current tenant of Berths 136-139 chooses to expand and lease this additional land from the Port is dependent on the tenant's needs at the time when the land becomes available for lease. Therefore, if the tenant chooses not to expand into the acquired area, the

Port would allow selected existing uses to continue on a lease basis. Some of the existing buildings may also be used for storage of general Port merchandise such as cotton, steel, bulk paper, etc.

For all properties to be acquired, a site characterization and/or investigation will be conducted to determine the likelihood of soil, groundwater and/or other types of on-site contamination. If contamination is present, site remediation would be conducted on the subject property.

Property on both sides of B Street between Lagoon and Broad Avenues will be acquired to accommodate street widening. Approximately 34 feet of new right-of-way will be necessary within this segment for road widening and reconstruction. Property will only be acquired along the southern side of B Street between Broad Avenue and Alameda. Approximately 17 feet of new right-of-way will be acquired along the south side of B Street. The Port currently owns one property within this area. All other properties would either be purchased as full property takes or partial property takes. Partial properties will be purchased if the use and function of the property is not impacted by the road widening project.

1.2.7 Relocation and Replacement of Sewer Lines and Storm Drains

The proposed project will relocate and replace sewer lines and storm drains that are currently located either adjacent to B Street, in the area between old and new B Street, or adjacent to Figueroa/John Gibson Boulevard. The project intends to replace the storm drains in kind; however, if the City Department of Public Works determines that the capacity of these facilities requires expansion, the Port will consider the implications of expansion in the EIR. Other public utilities that can be relocated to the new B Street will also be relocated.

1.3 PROJECT PHASING

Completion of all seven project components of the B Street project will require approximately 48 months or 4 years. The acquisition of properties is to begin in November of 1992, and will be completed in 18 months. Construction is anticipated to begin in June, 1994, and would therefore be completed in November of 1996. The completion time required for the individual project components is listed below. Several of the components would be constructed concurrently:

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

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

"B" St & Figueroa St

Date: December 5, 1994

To: Louie S. Yamanishi, Acting Division Engineer
Land Development & Mapping Division

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

Subject: **"B" STREET AND FIGUEROA STREET VACATION DISTRICT - VAC-E1400425 - COUNCIL FILE NO. 92-1394**

Based on traffic considerations, the vacation of the areas shaded in blue on your map are not opposed if through the requirement of a tract map or by other means, provisions are made for (1) a vehicular turn-a-round at the northerly end of the vacated area for both Island Avenue and Lagoon Avenue per City's Standard Cul-de-sac Dimensions, (2) lot consolidation, (3) driveway and access approval by the Department of Transportation, and (4) any additional dedications necessary to bring all adjacent streets into conformance with the City's Standard Street Dimensions.

JSS1\wp51\BFiguero

c: Council District No. 15
Southern District, LADOT

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FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

RECEIVED
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1993 SEP 13 AM 10: 14

Date: September 9, 1993

To: Louie S. Yamanishi, Acting Division Engineer
Land Development and Mapping Division
Room 705, City Hall - Stop 901

From: Randall Tsurutani, Acting District Engineer
Harbor District

Subject: "B" STREET AND FIGUEROA STREET VACATION DISTRICT -
VAC E1400425 - COUNCIL FILE NO. 92-1394

Your memorandum dated April 14, 1993 requests our comments and recommendations concerning the subject vacation.

"B" Street is a Major Highway with a variable width R/W. Figueroa Street is a Major Highway with a 100-foot R/W. Wilmington Boulevard is a Secondary Highway with a 66-foot and a 78-foot R/W within the project. Neptune Avenue is a Secondary Highway with 66-foot and 76-foot R/W's. The remaining streets are local streets with 66-foot R/W's. The alleys within the subject project have a 10' to 20' R/W.

The streets within the project are improved with pavement, curbs, gutters, and sidewalks. "B" Street, however, is only partially improved with sidewalks.

The proposed vacation area is needed for use for vehicular and nonmotorized transportation facilities and public money has been expended for maintenance, however, the subject streets and alleys are to be vacated in conjunction with the Harbor Department's "B" Street Realignment project, which has been reviewed and generally approved in concept by this office.

Approval of the vacation should be subject to the following conditions:

1. That the Harbor Department furnish evidence of reversionary interest in the areas being vacated.

2. That the vacation area be tied by agreement to the abutting properties.

3. That all dedications and improvements required for the "B" Street Realignment project be completed or suitably guaranteed before approval of the vacation.

4. That arrangements be made with respect to all utilities in the vacation area.

5. That surface drainage be provided for in a manner satisfactory to the City Engineer.

6. That the construction plans for street closures and relocations be reviewed by the City Engineer before the vacation in approved.

7. That street trees, street lights, and fire hydrants be provided as required by the responsible offices.

8. That sewers be provided and/or relocated in a manner satisfactory to the City Engineer.

RST:JJ:mc
HAR9.73

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

Date: AUG 2 3 1993

To: Robert S. Horii, City Engineer
Bureau of Engineering

Room 800, City Hall - 490

Attn: LaGronie Wyatt, Div. Engr.
Land Development and
Mapping Division
Room 705, City Hall - 901

From: George A. Eslinger, Director
Bureau of Street Lighting

By: James D. Kehr, Division Manager
Private Development/LADOT Division

Subject: VAC-E1400425 COUNCIL FILE NO. James D. Ke

This Bureau recommends the following:

(X) That street lighting be required.

( ) That street lighting facilities be installed if street improvements are required by the Bureau of Engineering.

( ) That relocation or reconstruction of street lighting facilities be required if street widening is a part of this improvement.

( ) That street lighting not be required.

( ) That street lighting facilities be installed if public street improvements are required by the Bureau of Engineering.

CB:rm (GEARC/14)

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COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

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IN REPLY PLEASE
REFER TO FILE:

MP-8

June 10, 1993

Mr. Robert S. Horii
City Engineer
City of Los Angeles
800 City Hall
Los Angeles, CA 90012

Attention Mr. La Gronie Wyatt, Division Engineer
Land Development & Mapping Division
Bureau of Engineering

Dear Mr. Horii:

PROPOSED STREET VACATIONS
"B" STREET AND FIGUEROA STREET
VACATION DISTRICT
CITY FILE NO. 92-1394

Reference is made to your letter dated April 14, 1993, requesting comments on the subject vacation.

The subject vacation affects a portion of Los Angeles County Flood Control District's Storm Drain Project Nos. 78 and 1103.

We, therefore, request that you reserve an easement to the City of Los Angeles for covered storm drain and appurtenant structures and ingress and egress purposes over the area lying westerly of the southerly prolongation of the westerly side of the alley easterly of Figueroa Street, as shown shaded in red on the enclosed drawing. In addition, we request that a draft copy of the vacation resolution be forwarded to the Department of Public Works, for review of the easement reservation, prior to City Council action.

After completion of the vacation proceedings, we request that said easement be quitclaimed to the Los Angeles County Flood Control District. We would also appreciate your transmitting a copy of the recorded Resolution of Vacation to this office for our records when the matter has been consummated.

Should you have any questions, please contact Mr. Bob Kumagai of my staff at (818) 458-7064.

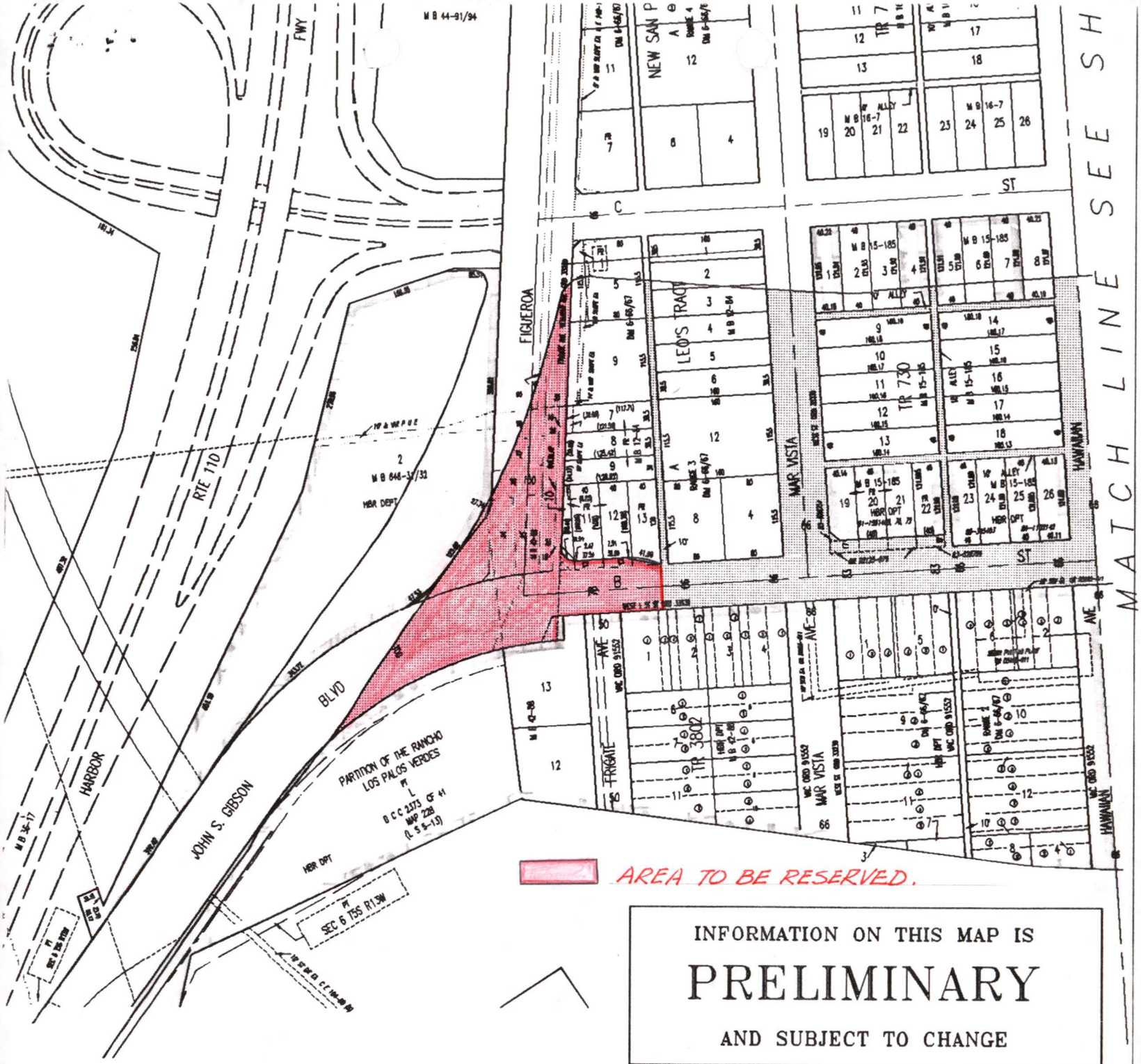
Very truly yours,

T. A. TIDEMANSON
Director of Public Works

HARRY S. ASATO
Project Management Section
Mapping & Property Management Division

BK:lp
wp#46/ltrbk1

Enc.



INFORMATION ON THIS MAP IS

PRELIMINARY

AND SUBJECT TO CHANGE

TITLE: "B" STREET AND FIGUEROA STREET VACATION DISTRICT.

WORK ORDER NO. VAC- E1400425
COUNCIL FILE NO. 92-1394
COUNCIL DIST. 15 DIV. INDEX 304,305
ENGR. DIST. HARBOR T.G. 74-B5
DISTRICT MAP 27-B-205 & 24-B-201

CITY OF LOS ANGELES
DEPT. OF PUBLIC WORKS
ROBERT S. HORII
CITY ENGINEER

EXHIBIT A

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606
TDD (213) 620-3550

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June 7, 1993

IGR/CEQA
City of Los Angeles
Harbor Department VACATION
OF PUBLIC
RIGHT-OF-WAY
VAC-E1400425-C.F. 92-1394
Vic. LA-110-2.77

Street Vacation Investigation Section
Bureau of Engineering, Room 705, City Hall
200 North Spring Street
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 Vacation. Based on the information received we have the following comments:

The proposed vacation , per se, has no direct impact on State right-of-way. However, indicated re-alignment of John S. Gibson Boulevard and "B/C " Street could necessitate minor right-of-way adjustment in the southwest quadrant.

Also, with the re-alignment of John S. Gibson Boulevard the right turn curb return on the northbound "C" Street off-ramp at Figueroa Street will have to be remodeled to accommodate turning trucks.

Any work which may affect Caltrans right-of-way such as construction, grading, curb cuts, changes to hydraulic run-off etc., will require a Caltrans Encroachment Permit.

Thank you for this opportunity to comment. If you have any questions regarding these comments, please call me at (213) 897-1338.

Sincerely,

Wilford Melton

WILFORD MELTON
Senior Transportation Planner
IGR\CEQA Coordinator
Advance Planning Branch

nh\4074

707935

Department of Water and Power the City of Los Angeles

TOM BRADLEY
Mayor

Commission
CONSTANCE L. RICE, *President*
RICK J. CARUSO, *Vice President*
ANGEL M. ECHEVARRIA
DOROTHY GREEN
ANTHONY WILLOUGHBY
JUDITH K. DAVISON, *Secretary*

DANIEL W. WATERS, *General Manager and Chief Engineer*
ELDON A. COTTON, *Assistant General Manager - Power*
JAMES F. WICKSER, *Assistant General Manager - Water*
PHYLLIS E. CURRIE, *Chief Financial Officer*

May 21, 1993

DWP File J-73686

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Mr. Robert S. Horii
City Engineer
Bureau of Engineering
City of Los Angeles
Room 800, City Hall
Los Angeles, California 90012

RECEIVED Bur. of ENGR.
ADMIN. DIV. RM. 850
Letter Files Section
MAY 25 1993
Assigned To L. Wyatt

Attention Mr. LaGronie Wyatt

Dear Mr. Horii:

Vacation: "B" Street and Figueroa
Street Vacation District
Your File No. VAC-E1400425
Council File No. 92-1394

This is in reply to your letter of April 14, 1993, regarding the request of the Harbor Department for the above-referenced vacation.

The Water System of the Department of Water and Power is maintaining water mains, fire hydrants, and services in the proposed street vacation area. The Water System will have no objection to the proposed street vacation provided the petitioner satisfies the conditions of one of the alternatives listed below:

Alternative No. 1: Clear the vacation area of Water System facilities, adjust existing system to maintain supply capacity, and pay applicable Water System charges.

Alternative No. 2: Grant an easement for protection of the existing Water System facilities located within the vacation area and pay applicable Water System charges.

To satisfy Alternative No. 1, the petitioner must make financial arrangements with the Water System's Water Services Group for the following:

1. Abandon the existing main(s).

111 North Hope Street, Los Angeles, California ☐ *Mailing address:* Box 111, Los Angeles 90051-0100
Telephone: (213) 481-4211 *Cable address:* DEWAPOLA *FAX:* (213) 481-8701

Recyclable and made from recycled waste

2. Install replacement main(s) in adjacent street(s) to restore system capacity lost by the abandonment of the main(s) in Item 1.
3. Relocate the fire hydrant(s).
4. Relocate or disconnect the existing meters and services.

Under Alternative No. 2, the petitioner must grant a 15 foot easement over the full length and width of the vacation area and satisfy Conditions of Alternative No. 1. The following must be incorporated in the easement deed:

"Grantor shall not modify grading, construct surface improvements or structures, plant trees, reduce capacity or alter path of existing surface drainage, park vehicles or store materials directly over the main, or reduce or increase the depth of cover over the main in the easements hereby granted. Grantor will exercise only such reserved rights in said land as will not interfere with or prohibit the free and complete use and enjoyment by Grantee, its successors or assigns, of the easements hereby granted.

"Grantor hereby undertakes and agrees to release, hold harmless, indemnify and defend the City of Los Angeles and its Department of Water and Power and all officers and employees of each from and against any and all claims, loss, demands, expense, damage or liability whatsoever for injuries to or death of persons or damage to property in any manner arising out of any failure on the part of Grantor to keep or perform any of the terms or conditions hereof."

The Department's Power System is maintaining electrical facilities within the area sought to be vacated and therefore objects to the proposed vacation until suitable arrangements are made with the Power System to grant easements for, or to provide for, any necessary relocation of these facilities.

Sincerely,

Anne E. Fisher

ANNE E. FISHER
Chief Real Estate Officer

FK:pe

Map Ref.: 28-201

Los Angeles City Planning Department

Room 561 City Hall

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Robert S. Horii,
City Engineer
Bureau of Engineering
Room 705, City Hall

City Plan Case No. 93-0192 PWA
Council District No. 15
Community: Wilmington-Harbor City
Vacation No. E1400425
Council File No. 92-1394

Attn: LaGronie Wyatt, Division Engineer
Land Development & Mapping Division

REQUEST - VACATION - STREET/ALLEY

Property Involved: Figueroa Street, Mar Vista Avenue, Hawaiian Avenue, King Avenue, Gulf Avenue, Wilmington Boulevard, McDonald Avenue, Bayview Avenue, Neptune Avenue and adjacent alleys between B Street and C Street; and, also B Street between Figueroa Street and Island Avenue.

FINDINGS

Environmental Status: Categorical Exemption in accordance with City CEQA Guidelines, pursuant to Article VII, Class 5(3) of the City's Guidelines.

Land Use: The District Plan designation is light manufacturing.

CHARTER SECTION 96.5(5) AND 97.6

The project is in substantial conformance with the purposes, intent and provisions of the City's General Plan by conforming to the Wilmington-Harbor City District Plan, an element or portion of the General Plan, in that the District Plan recommends that the Harbor Department continue to purchase property between B and C Streets, from the Harbor Freeway to Broad Avenue for Port-related activities which will result in the ultimate upgrading of these areas.

CHARTER SECTION 97.8

The subject project conforms with applicable portions of the General Plan and applicable specific plans.

RECOMMENDATION

Under the authority granted by City Plan Case No. 13505-A, I approve the subject project and recommend that it be approved by the City Council and that in accordance with the Wilmington-Harbor City District Plan the following conditions be imposed prior to the expansion of the container terminal at Berths 136-139 to C Street:

Recyclable and made from recycled waste.

1. The northerly portion of C Street from the Harbor Freeway to Broad Avenue shall be developed as a collector street exclusively for community use with one traffic lane in each direction and a parking lane on the community side.

2. A new east/west major highway for industrial traffic shall be constructed south of the above mentioned collector street to replace the existing B Street alignment.

3. A twenty (20) foot wide landscaped noise buffer shall be constructed between the two above streets in order to separate residential traffic from industrial traffic, minimize noise, and improve the aesthetics of the area.

4. A bikeway shall be developed generally parallel to C Street from Figueroa Street to Neptune Avenue, and diagonally from Neptune Avenue to Fries Avenue as identified on the District Plan. The precise alignment of the bikeway shall be determined by the Department of Transportation.

5. The Harbor Freeway ramp at C Street shall be reconfigured to link with the proposed new highway alignment in order to handle traffic movements more efficiently and safely and divert industrial traffic away from the community.

CON HOWE
Director of Planning

By _____
G. David Lessley
Principal City Planner

Date: May 20, 1993

Approved By:

_____
Gordon Miller
Senior City Planner

Reviewed By:

_____
Nancy Scrivner
City Planning Associate

CH:GDL:GM:NS:lm
TDB-C826

Unocal Corporation
1201 West 5th Street, P.O. Box 7600
Los Angeles, California 90051

707904

RECEIVED
LAND DEV. & MAPPING
1993 MAY 24 AM 9:47

UNOCAL 76

6527

May 17, 1993

City of Los Angeles
Department of Public Works
Bureau of Engineering
Room 800, City Hall
Los Angeles, CA 90012

Attn.: Robert Horii
City Engineer

Gentlemen:

"B" Street & Figueroa Street
Vac. District
VAC-E1400425

In response to your letter dated April 14, 1993 concerning the above project, we do not have any facilities in the project area.

Yours truly,

By Arne T. Adams
Arne T. Adams
Assistant Manager,
Property Services

ATA:mh
cc: Jack Brown
Tom Collier

RECEIVED Bur. of ENGR.
ADMIN. DIV. RM. 850
Letter Files Section
MAY 20 1993
Assigned To LDMD

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

May 18, 1993

TO: Robert S. Horii, City Engineer
Department of Public Works, Bureau of Engineering

Attention: Mr. LaGronie Wyatt

FROM: Fire Department

SUBJECT: STREET VACATION NO. E1400425

Subject property has been investigated by members of the Fire Department.

RECOMMENDATIONS:

1. Private roadways for general access use and fire lanes, width shall not be less than 20 feet clear to sky.

2. 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.

3. Fire lane width shall not be less than 20 feet. When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

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

5. Submit plot plans that show the access road and the turning area for Fire Department approval.

6. 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.

DONALD O. MANNING
Chief Engineer and General Manager

Dal L. Howard

Dal L. Howard, Assistant Fire Marshal
Bureau of Fire Prevention and Public Safety

DLH:TWO'C:cec:3823E

Map Numbers: 28 - 201, 204, 207

RECEIVED
LAND DEV. & MAPPING
1993 MAY 20 PM 3:18

Chevron Pipe Line Company
16301 Trojan Way
La Mirada, Ca. 90638

May 12, 1993

RE: PROPOSED STREET VACATION

City of Los Angeles
Room 800, City Hall
Los Angeles, California 90012

Attn: LaGronie Wyatt

RECEIVED
LAND DEV. & MAPPING
1993 MAY 19 PM 2:19

Dear Mr. Wyatt,

We have received your notification for the proposed vacation of "B" Street and surrounding area and report that we maintain no facilities within the project limits.

We remind you of the statutory requirement to notify Underground Service Alert at (800) 422-4133 a least two working days prior to any excavation. Any questions concerning this matter should be directed to Mr. Jim Williams at (310) 694-7659.

Sincerely,

JR Williams
for
C. Hallam
West Basin Natural Team Leader

JRW/93-085
Attachment

19310 Pacific Gateway Drive
Torrance, California 90502

PACIFIC BELL®
A Pacific Telesis Company

RECEIVED
LAND DEV. & MAPPING
1993 MAY 12 AM 7:55

May 5, 1993

Mr. La Gronie Wyatt
Division Engineer
Land Development and Mapping Division
Bureau of Engineering
CITY OF LOS ANGELES
Room 800 – City Hall
Los Angeles, California 90012

RE: STREET VACATION NO. E1400425
CF NO. 92-1394

Mr. Wyatt:

With regard to your letter of April 14, 1993, concerning the proposed vacation of "B" Street & Figueroa Street Vacation District, Vac. No. E1400425, Council File No. 92-1394, Pacific Bell currently maintains aerial and underground communication facilities within the subject area. Therefore, Pacific does object to this vacation proceeding until and unless satisfactory arrangements can be made for the protection or removal of these facilities.

The vacation petitioner is required to contact this Company and successfully provide us with an easement for the protection of our facilities or agree to the relocation of these facilities at the petitioners sole expense. My office will provide the petitioner with the required easement document(s). Please have the petitioner contact me at the above address.

If a reservation is to be included in the Vacation Resolution, our suggestion for the appropriate language is:

> "An easement for Pacific Bell to from time to time construct, maintain, operate, replace, remove and renew such aerial and underground communication facilities (including ingress thereto an egress therefrom) consisting of conduits, manholes, handholes, poles, down guys, anchors, wires, cables, and above ground markers, pedestals, terminal equipment cabinets, electrical conductors and all necessary fixture and appurtenances."

Pacific's existing facilities are quite extensive in this area, therefore, we would request a reservation be made covering all of the vacated area.

Thank you for notifying Pacific Bell.

Sincerely,

Greg Christy
Right of Way Agent

GC/cq
encl.

The Gas Comp[illegible]

RECEIVED
LAND DEV. & MAPPING
1993 MAY 12 AM 8:01

Sharon D. O'Rourke
Staff Supervisor of Franchise & Land Services
Engineering and Operations Support

Southern California Gas Company
555 W. Fifth Street
Los Angeles, CA
90013-1011

Mailing Address:
Box 3249
Los Angeles, CA
90051-1249
M.L. 21A0

tel 213 244-5082
fax 213 244-8212

May 06, 1993

City of Los Angeles
Room 800, City Hall
Los Angeles, Ca. 90012

RE: Street Vacation - E1400425
"B" St. & Figueroa St. C.F. No. 92-1394

In response to your request for information on the proposed vacation, The Gas Company has Facilities within the vacation area. therefore, we request an easement to protect our facilities be granted. The easement grant must name the "Southern California Gas Company" as the recorded grantee.

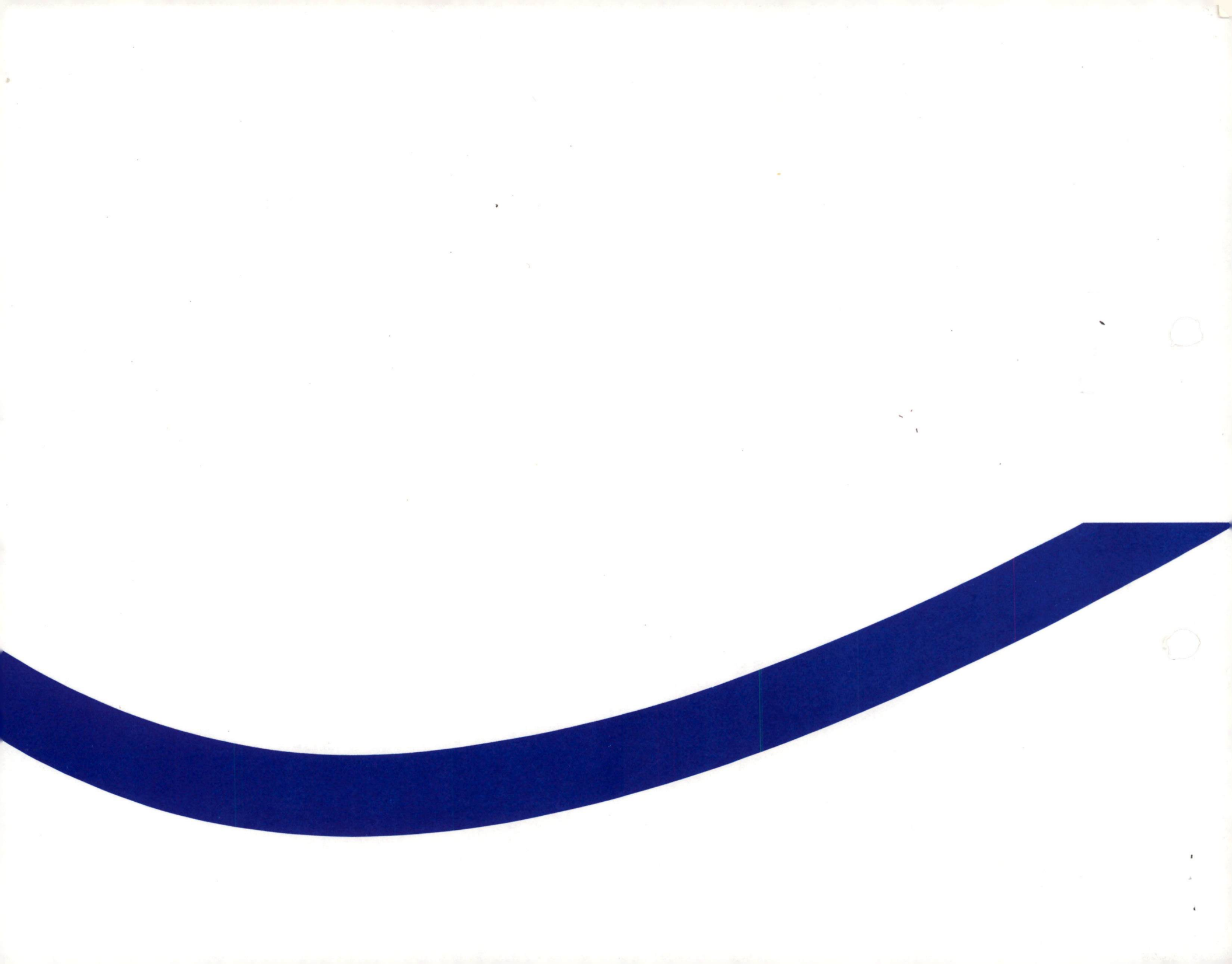
We have included two prints showing our facilities and a copy of our standard easement form. If you need any information, please contact Bill Parker at (213) 781-8427.

Sincerely,

Sharon D. O'Rourke

Enclosure

cc: Street Vacation File
Bill Parker



RECORDING REQUESTED BY
SOUTHERN CALIFORNIA GAS CO.

WHEN RECORDED MAIL TO

SOUTHERN CALIFORNIA GAS CO.
ENGINEERING DEPARTMENT
P.O. BOX 3249, TERMINAL ANNEX
LOS ANGELES, CALIFORNIA 90051

SPACE ABOVE THIS LINE FOR RECORDER'S USE

DOCUMENTARY TRANSFER TAX $
_____ **COMPUTED ON FULL VALUE OF PROPERTY CONVEYED.**
_____ **OR COMPUTED ON FULL VALUE LESS LIENS AND ENCUMBRANCES REMAINING AT TIME OF SALE.**

SOUTHERN CALIFORNIA GAS CO.
SIGNATURE OF DECLARANT OR AGENT DETERMINING TAX. FIRM NAME

RIGHT OF WAY

R.W. _____

FOR A CONSIDERATION _____

of the County of _____ , State of California, do _____ grant to Southern California Gas Company, a corporation organized and existing under and by virtue of the laws of the State of California their successors and assigns, a right of way to lay, construct, maintain, operate, repair, renew, change the size of and remove one or more pipe lines, with metering, measuring, regulating and oher equipment, for the transportation of gas, petroleum products and other substances, with the right of ingress and egress to and from the same, over, through, under and along that parcel of land _____ feet in width, in _____ County, California, which is described as follows:

Together with the right to use grantor's abutting land when constructing pipeline and to construct, operate and maintain a patrol road along the right of way with the right of reasonable ingress and egress over grantor's property to and from right of way.

The grantor _____ to fully use the premises, except as to the rights granted; and the grantees agree to pay any damages which may arise to crops, fences or buildings from the laying, construction, maintenance or operation of the pipe line, provided, however, that grantor _____ shall not construct or maintain on the premises, over which this right of way is granted, any buildings or other structures, plant trees, inundate, or change the grade of the premises. Damages to crops, fences, buildings or other structures, if not mutually agreed upon, are to be determined by three disinterested persons; one to be appointed by the grantor _____, or assigns, one by the grantees, or assigns, and the third by the two so appointed. The award of the three persons, or any two of them, shall be final and conclusive.

IN WITNESS WHEREOF, these presents are hereby signed this _____ day of _____, 19 ___.

Executed in the presence of:

_____
Subscribing Witness

_____ _____

_____ _____

_____ _____

_____ _____

INDIVIDUAL ACKNOWLEDGEMENT

STATE OF CALIFORNIA,
COUNTY OF _____ } ss.

On _____ before me, the undersigned, a Notary Public in and for said State, personally appeared _____

_____

personally known to me or proved to me on the basis of satisfactory evidence to be the person _____ whose name _____ subscribed to the within instrument and acknowledged that _____ executed the same.

WITNESS my hand and official seal.

_____ signature

WITNESS ACKNOWLEDGEMENT

STATE OF CALIFORNIA,
COUNTY OF _____ } ss.

On _____ before me, the undersigned, a Notary Public in and for said State, personally appeared _____

_____

personally known to me to be the person whose name is subscribed to the within Instrument, or proved to me such by the oath of a credible witness who is personally known to me, as being the subscribing Witness thereto, said subscribing Witness being by me duly sworn, deposes and says: That this witness resides in _____

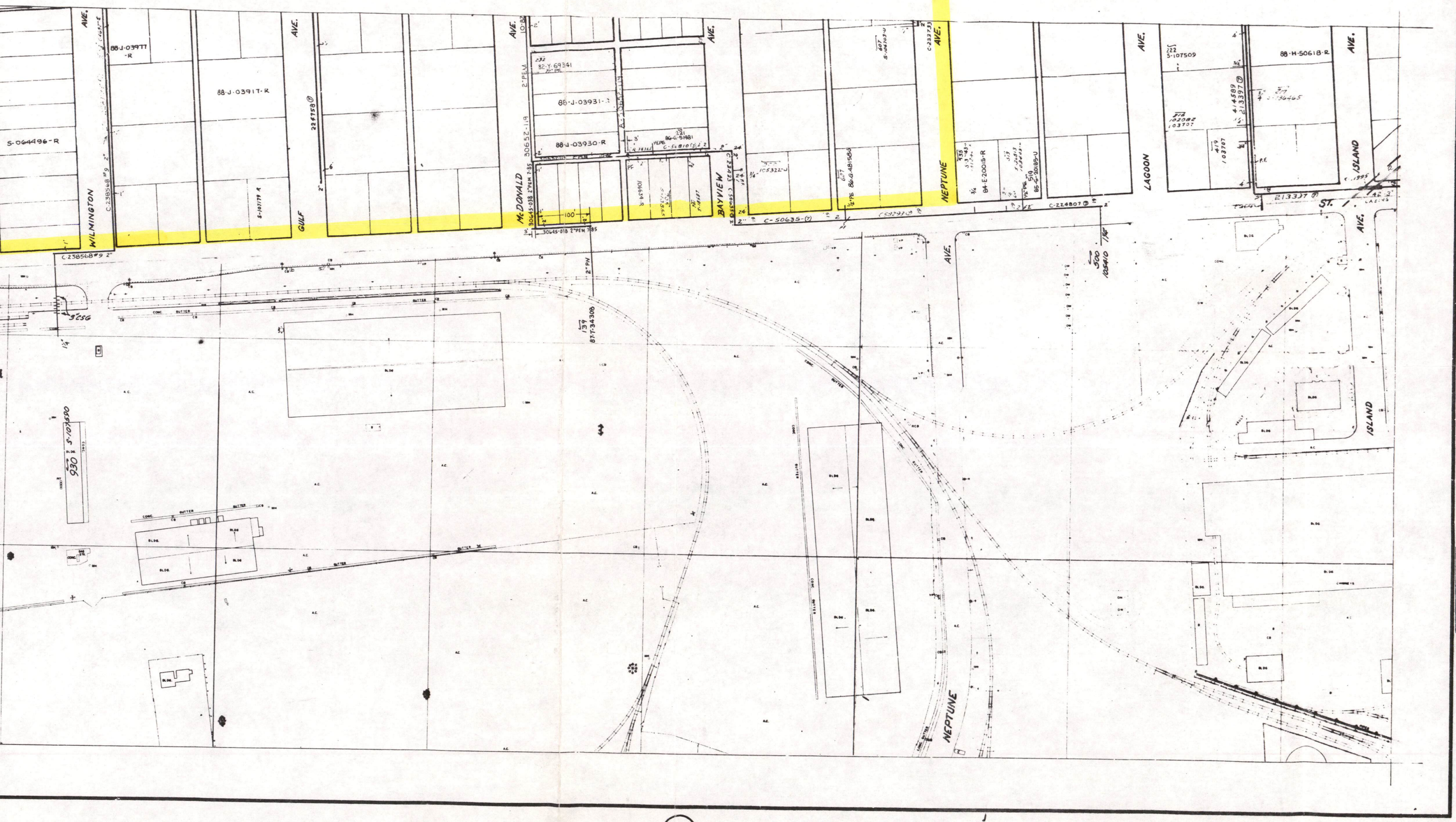
_____ and that said witness was present and saw _____

_____

personally known to said witness to be the same person described in and whose name is subscribed to the within and annexed Instrument as a party thereto, execute and deliver the same, and that affiant subscribed his/her name to the within Instrument as a Witness.

WITNESS my hand and official seal.

_____ signature



1373-2

1373-3

S. COASTAL

REV.

LA 1373-1

B A 1 5 10 A B C D

1500-4

HWY

ST

(AVE) (ST)

(W.2) C"

MEDIAN

HWY (T.)

(ST) ST.

100'

68'

65' VAC

LINE 6-49A

419805

C-231823

C-72937

C-59633

C-70018

PE

1½ PE

VISTA

DEL MAR

78-B-59400-R

88-J-03938-R

88-J-00752-R

88-J-03939-R

78-B-59511-R

106886-R

106741-R

S-064497-R

S-064396-R

85-Z-53614-U

85-Z-53615

85-Z-53613-R

85-Z-53613

30655-055

30655-099

30655-035

2 PEM

2 PEM 9.85

4-7592

205'

87'

56'

30

32

24

201

410110

419836

419806

100'

FIGUEROA (STATE)

LINE 6-50

CP

20' CMUD

230625 E 97

230625 E 7

2198102

2285346

C-72116

412103

412110

B.W.

(ALAMEDA) (VETERANS)

ST.

1"=100'

1373-1

331+65.00 P.O.C.

326+04.77 B.C.

384+72.85

E. Inkby Slough Storm Drain

PRIVATE

PRIVATE

07 L.A. 111

HARBOR FRWY.

(HWY.) 230625 E 7

(RD) BLVD.

321+14.00 P.O.T.

U. Oil Co. Access Rd.

1601

PAV.

STATE

PAV.

JOHN S. GIBSON (WILMINGTON & SAN PEDRO)

LINE 6-50

CP

419836

S-107038

NORTHWEST SLIP

552

S. COASTAL

REV. 3

1501-4

1501-2

B A 1 5 10 A B C D

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

DATE: May 3, 1993

TO: LaGronie Wyatt, Division Engineer
Land Development & Mapping Division
Bureau of Engineering

FROM: Tun Aung, Senior Communications Engineer
Communications Services Division
Department of General Services

SUBJECT: "B" STREET AND FIGUEROA STREET VACATION DISTRICT - VAC-E1400425 - COUNCIL FILE NO. 92-1394.

The Department of General Services, Communications Services, have installations that will not require relocation.

TA:cb

RECEIVED
LAND DEV. & MAPPING
1993 MAY 12 AM 8:18

RECEIVED
LAND DEV. & MAPPING
1993 MAY 12 AM 7:55

Juge EtAl
Lots 14, 15,
17, 18
Tract 1734
221 No. Bay View Avenue
Wilmington, California 90744

April 27, 1993

Street Vacation Investigation Section
Bureau of Engineering
Room 705, City Hall
200 North Spring Street
Los Angeles, California 90012

Attention: LaGronie Wyatt
Division Engineer

Gentlemen:

We are in receipt of your letter of April 14, 1993 along with maps indicating the proposed vacation of certain "Right-Of-Ways".

We are curious as to how we can conduct our business and have access to our property on Bay View Avenue if this street is vacated.

This action would completely destroy our ability to conduct our business and result in irrecoverable loss.

Please advise as soon as possible.

Sincerely,

Juge EtAl
Lots 14, 15, 17, 18
Tract 1734

CC: File

GATX

GATX TANK STORAGE CORPORATION
P.O. BOX 9007
LONG BEACH, CA 90810-0007
310-518-7700

RECEIVED
LAND DEV. & MAPPING
1993 MAY 12 AM 8:01

May 6, 1993

Mr. LaGronie Wyatt, Division Engineer
City of Los Angeles
Department of Public Works
Bureau of Engineering
Room 800, City Hall
Los Angeles, CA 90012

"B" Street & Fiqueroa Street Vacation District
VAC-E1400425 - C.F. No. 92-1394

Dear Mr. Wyatt:

As requested, I have reviewed the drawings enclosed with your April 14, 1993 letter and accordingly am advising that GATX operates five petroleum pipelines that cross through or enter the proposed vacation area. Enclosed for your information and use are GATX drawings GX110-3, GX120-5, GX130-2, GX130-3, GX130-4, GX170-5 and GX180-5 showing the approximate location of the affected pipelines within the project area.

The exact depth of the pipelines are not known, however, they are generally 24 to 36 inches deep. If more specific information is required, potholing will most likely be required.

Please keep us advised of the status of the project and forward a copy of final plans as soon as they become available. This will enable us to determine if our pipeline conflicts with the final design, and the appropriate action required to avoid same.

If you have any questions or require further information, please don't hesitate to call me at (310) 518-7705.

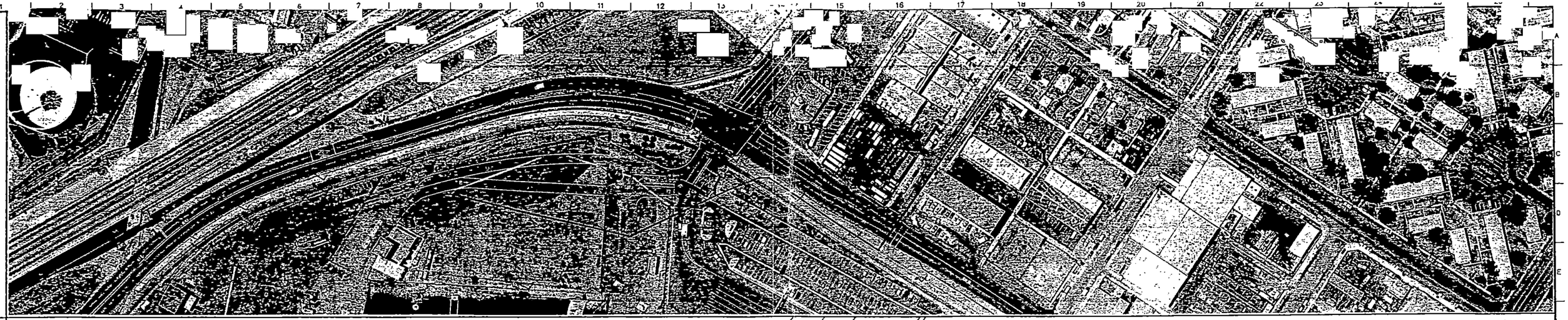
Very truly yours,
GATX Tank Storage Terminals Corp.

D. J. Kingston

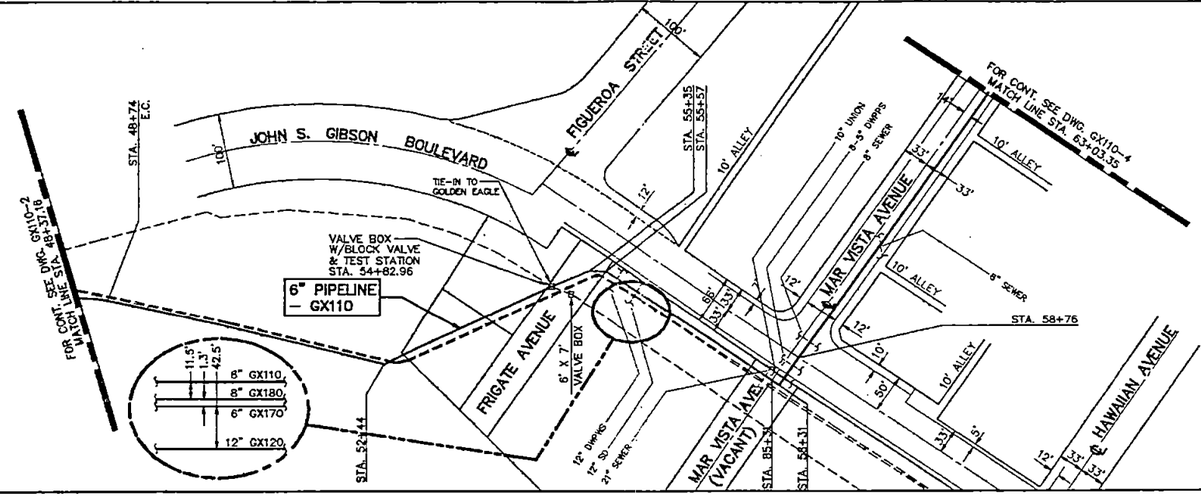
David J. Kingston
Manager of Pipeline Compliance
and Product Assurance

DJK93058

AERIAL



ALIGNMENT



PROFILE

R.O.W.

PIPE DATA

5.75" I.D., GRADE B 5280
INSTALLED – 1929

VERT. SCALE: 10' 0' 10' 20'

HORIZ. SCALE: 100' 0' 100' 200'

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SPEC Services, Inc.
17101 Bushard Street
Fountain Valley, CA 92708
(714) 963-8077
G:\550\GX110-3

REV.	DATE	BY	DESCRIPTION
			REVISION

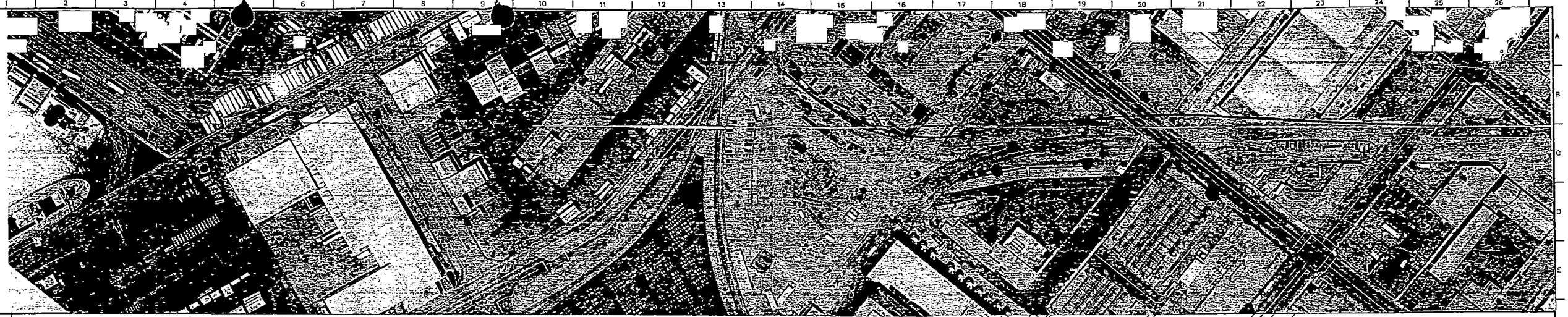
DRAWN AAM
CHECKED CDS
APPROVED
CHIEF ENGR.
REF. DRWGS.

GX110
PETROLEUM PIPELINE
ALIGNMENT SHEET

GATX TERMINALS CORPORATION
CHICAGO

DATE 3-12-91
DRWG. NO. GX110-3
REV. NO.
SCALE AS NOTED
PROJ. NO.
CO NO.

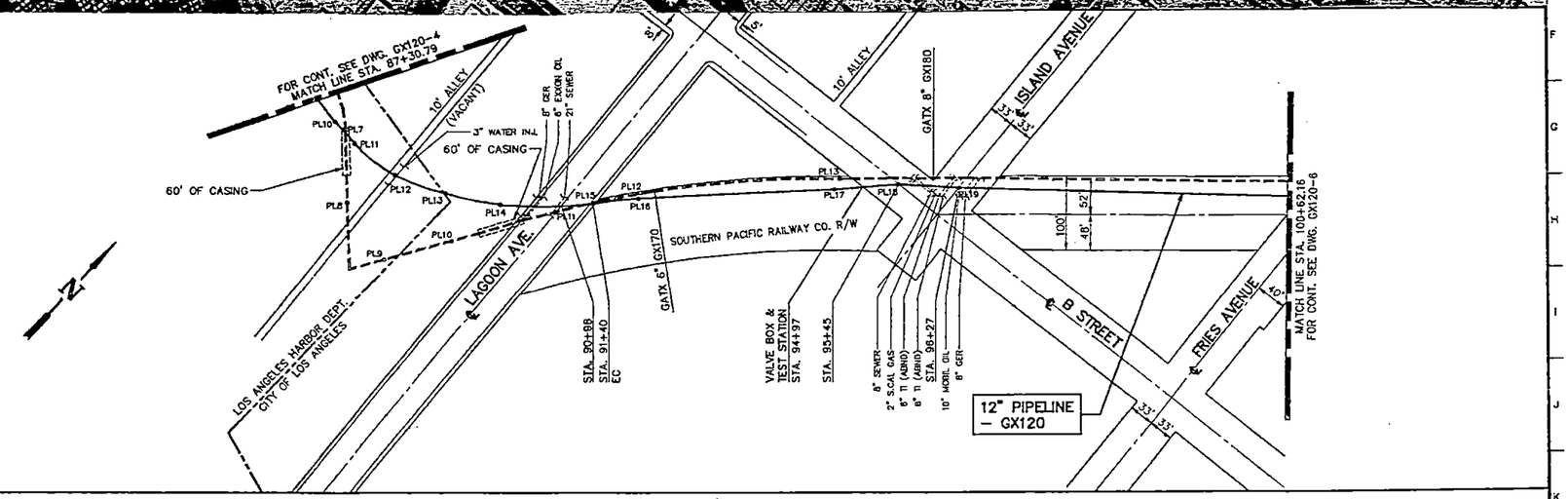
AERIAL



ALIGNMENT

PIPE LOCATION CHART
(PER SURVEY INFORMATION)

	GX120	GX170	GX180
PL7:		109.4' E. OF ℄ NEPTUNE AVE. 379.0' S. OF ℄ B ST.	110.5' E. OF ℄ NEPTUNE AVE. 377.4' S. OF ℄ B ST.
PL8:		175.0' E. OF ℄ NEPTUNE AVE. 462.4' S. OF ℄ B ST.	175.2' E. OF ℄ NEPTUNE AVE. 462.0' S. OF ℄ B ST.
PL9:		281.4' E. OF ℄ NEPTUNE AVE. 505.5' S. OF ℄ B ST.	281.0' E. OF ℄ NEPTUNE AVE. 504.8' S. OF ℄ B ST.
PL10:	93.9' E. OF ℄ NEPTUNE AVE. 399.4' S. OF ℄ B ST.	314.9' E. OF ℄ NEPTUNE AVE. 431.4' S. OF ℄ B ST.	314.1' E. OF ℄ NEPTUNE AVE. 430.7' S. OF ℄ B ST.
PL11:	132.3' E. OF ℄ NEPTUNE AVE. 405.6' S. OF ℄ B ST.	395.0' E. OF ℄ NEPTUNE AVE. 315.9' S. OF ℄ B ST.	394.3' E. OF ℄ NEPTUNE AVE. 314.6' S. OF ℄ B ST.
PL12:	200.9' E. OF ℄ NEPTUNE AVE. 405.5' S. OF ℄ B ST.	467.2' E. OF ℄ NEPTUNE AVE. 228.1' S. OF ℄ B ST.	466.4' E. OF ℄ NEPTUNE AVE. 227.1 S. OF ℄ B ST.
PL13:	267.4' E. OF ℄ NEPTUNE AVE. 383.2' S. OF ℄ B ST.	129.8' W. OF ℄ ISLAND AVE. 17.0' S. OF CURB ON B ST.	133.1' W. OF ℄ ISLAND AVE. 15.0' S. OF CURB ON B ST.
PL14:	332.5' E. OF ℄ NEPTUNE AVE. 350.8' S. OF ℄ B ST.		
PL15:	426.8' E. OF ℄ NEPTUNE AVE. 273.1' S. OF ℄ B ST.		
PL16:	468.1' E. OF ℄ NEPTUNE AVE. 230' S. OF ℄ B ST.		
PL17:	128.8' W. OF ℄ ISLAND AVE. 48.8' S. OF ℄ B ST.		
PL18:	66.4' W. OF ℄ ISLAND AVE.		
PL19:	46.7' N. OF ℄ B ST.		



PROFILE

R.O.W.

PIPE DATA

12.75" O.D. x .375" W.T., GR. B 2060
INSTALLED — 1956

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VERT. SCALE: 10' 0' 10' 20'

HORIZ. SCALE: 100' 0' 100' 200'

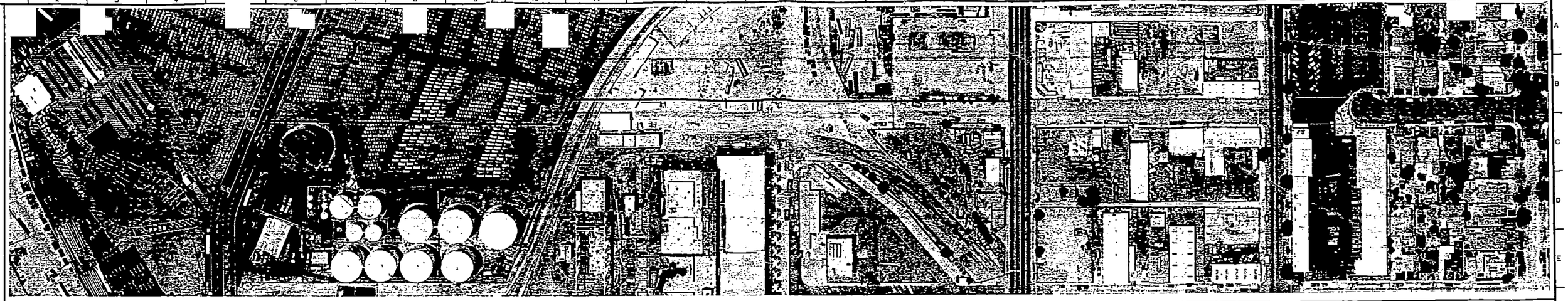
SPEC SERVICES
SPEC Services, Inc.
17101 Bushard Street
Fountain Valley, CA 92708
(714) 963-8077
G:\550\GX120-05

REV.	DATE	BY	DESCRIPTION
A	4/29/92	MM	FINAL REVIEW FIX

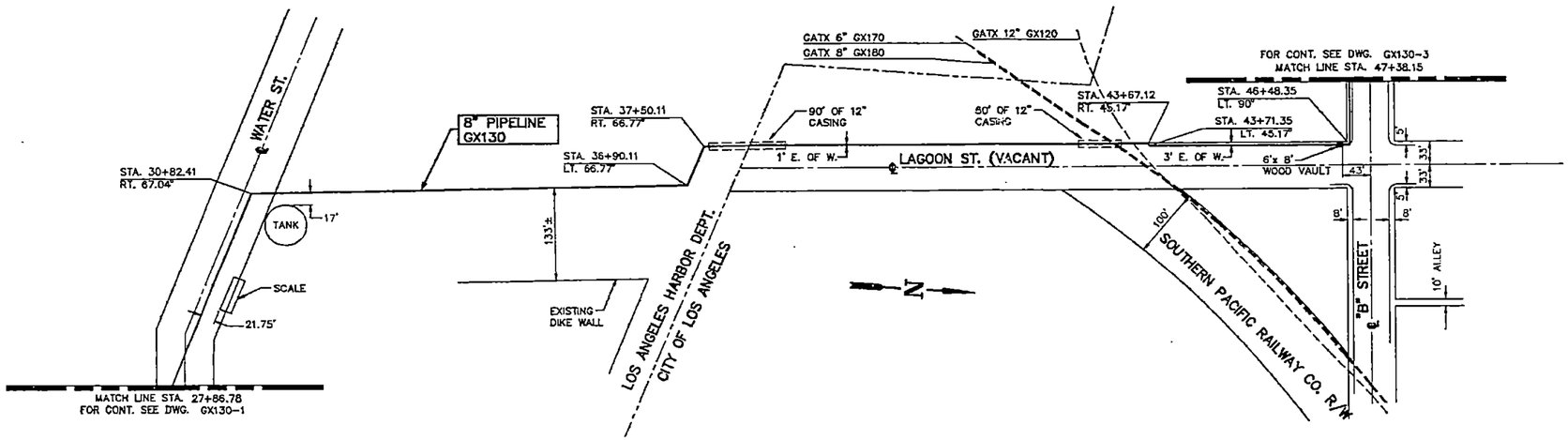
REVISION

DRAWN DAR	GX120
CHECKED CDS	PETROLEUM PIPELINE
APPROVED	ALIGNMENT SHEET
CHIEF ENGR.	GATX TERMINALS CORPORATION CHICAGO
REF. DRWGS.	.100" .125"
DATE 4/5/91	DRWG. NO. GX120-5
SCALE AS NOTED	PROJ. NO.
	REV. NO.
	CO. NO.

AERIAL



ALIGNMENT



PROFILE

R.O.W.

PIPE DATA

7.356" I.D., GRADE B – 2610

VERT. SCALE: 1"=10'

HORIZ. SCALE: 1"=100'

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SPEC Services, Inc.
17101 Bushard Street
Fountain Valley, CA 92708
(714) 963-8077
G:\550\GX130-2

REV.	DATE	BY	DESCRIPTION
A	04/28/92	CGB	REVIEW BY GATX

REVISION

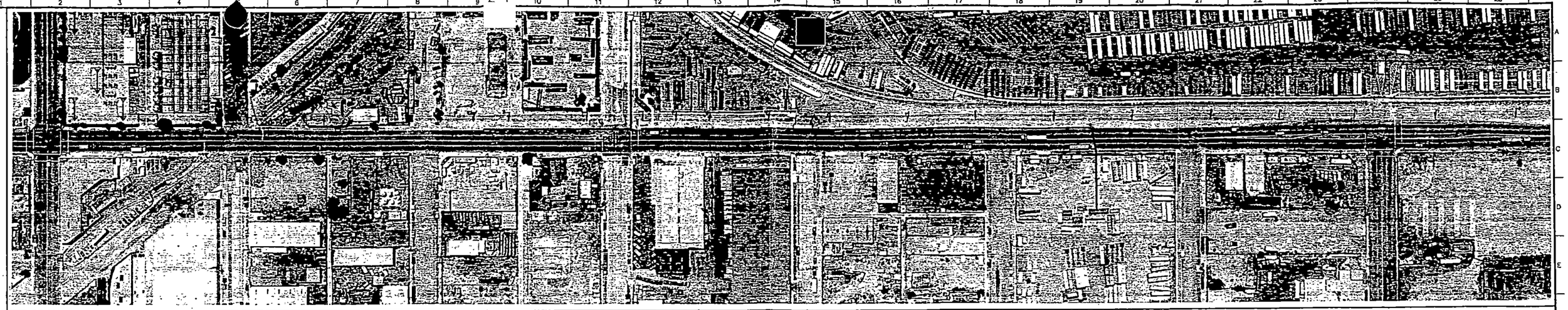
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APPROVED
CHIEF ENGR.
REF. DWGS.

GX130
PETROLEUM PIPELINE
ALIGNMENT SHEET

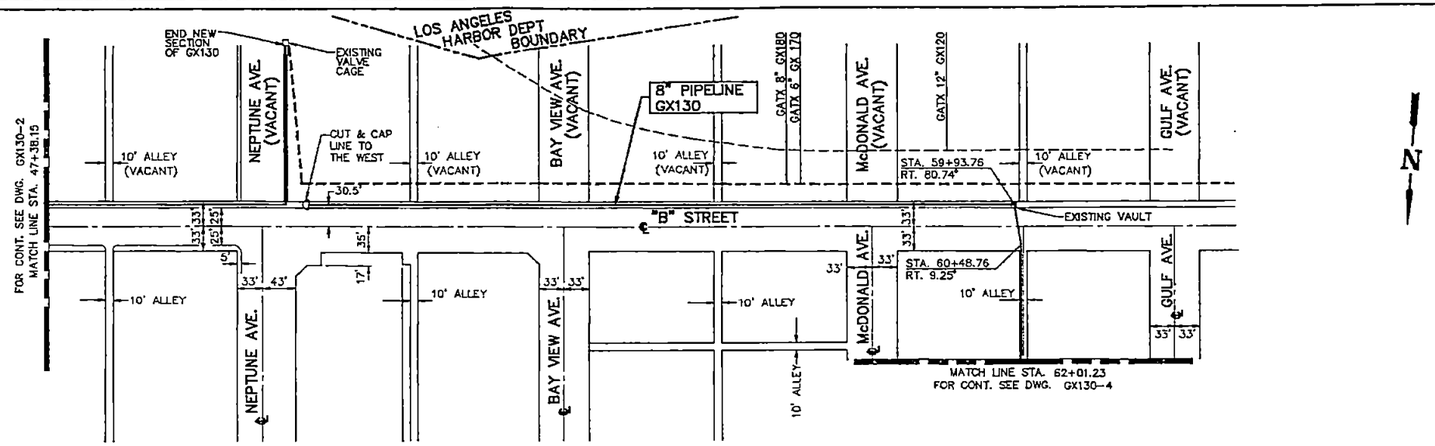
GATX TERMINALS CORPORATION CHICAGO

DATE	DRWG. NO.	REV. NO.
12/16/91	GX130-2	
SCALE: AS NOTED	PROJ. NO.	CO NO.

AERIAL



ALIGNMENT



PROFILE

R.O.W.

PIPE DATA

7.356" I.D., GRADE B – 2610

8.625" O.D. x .322" W.T. ADI 5L, GR. B
INSTALLED – 1988

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VERT. SCALE: 1"=10'

HORIZ. SCALE: 1"=100'

SPEC Services, Inc.
17101 Bushard Street
Fountain Valley, CA 92708
(714) 983-8077
G:\350\GX130-3

REV.	DATE	BY	DESCRIPTION
A	04/28/92	CGB	REVIEW BY GATX

REVISION

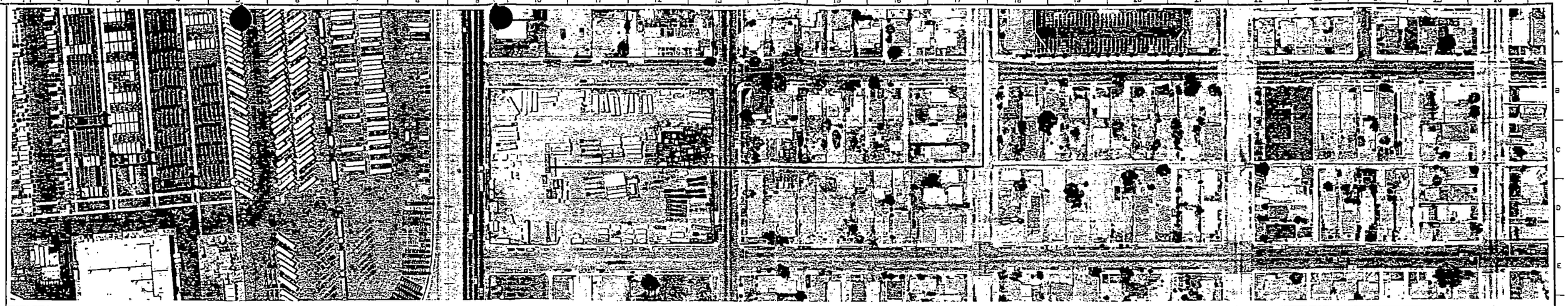
DRAWN AM
CHECKED CDS
APPROVED
CHIEF ENGR.
REF. DRWGS.

GX130
PETROLEUM PIPELINE
ALIGMENT SHEET

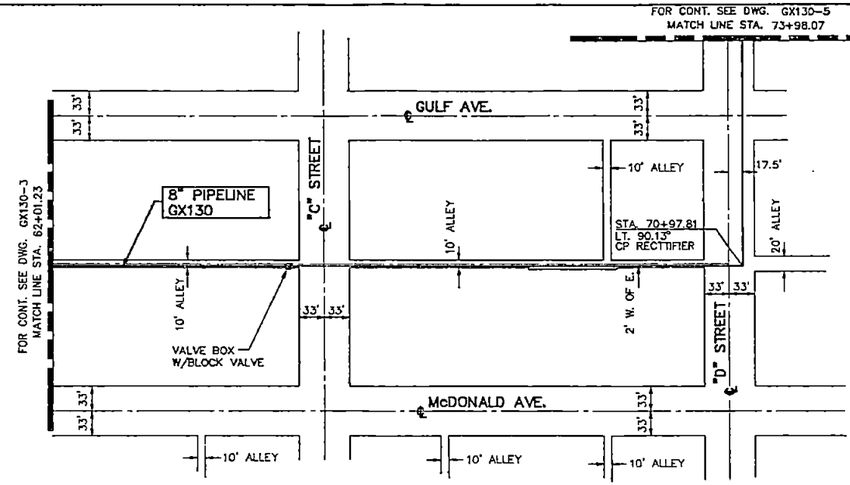
GATX TERMINALS CORPORATION
CHICAGO

DATE 12/16/91
DRWG. NO. GX130-3
REV. NO.
SCALE AS NOTED
PROJ. NO.
CD NO.

AERIAL



ALIGNMENT



PROFILE

R.O.W.

PIPE DATA

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VERT. SCALE: 1"=10'

HORIZ. SCALE: 1"=100'

SPEC SERVICES
SPEC Services, Inc.
17101 Bushard Street
Fountain Valley, CA 92708
(714) 963-8077
G:\550\GX130-4

REV.	DATE	BY	DESCRIPTION
A	04/28/92	CGB	REVIEW BY GATX

REVISION

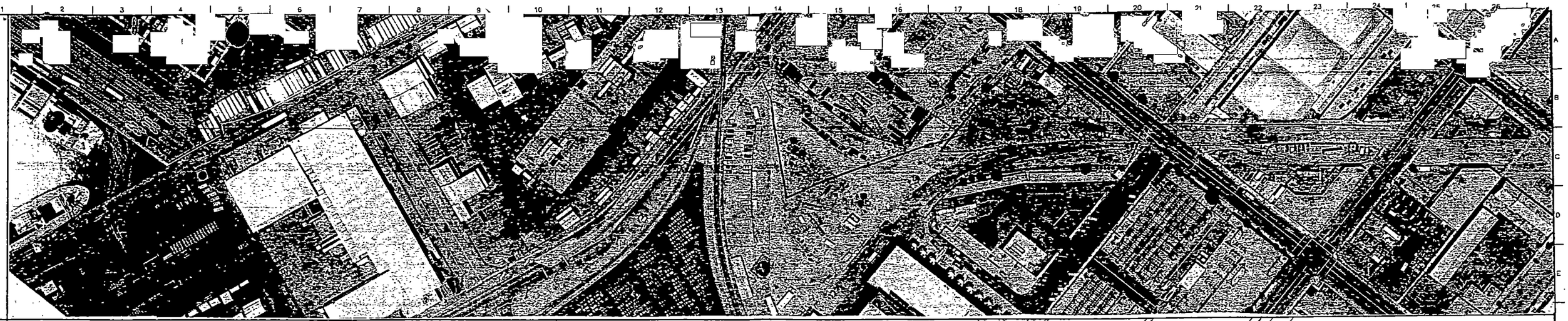
DRAWN	AM
CHECKED	CDS
APPROVED	
CHIEF ENGR.	
REF. DRWGS.	

GX130
PETROLEUM PIPELINE
ALIGNMENT SHEET

GATX TERMINALS CORPORATION
CHICAGO

DATE	DRWG. NO.	REV. NO.
12/16/91	GX130-4	
SCALE: AS NOTED	PROJ. NO.	CO NO.

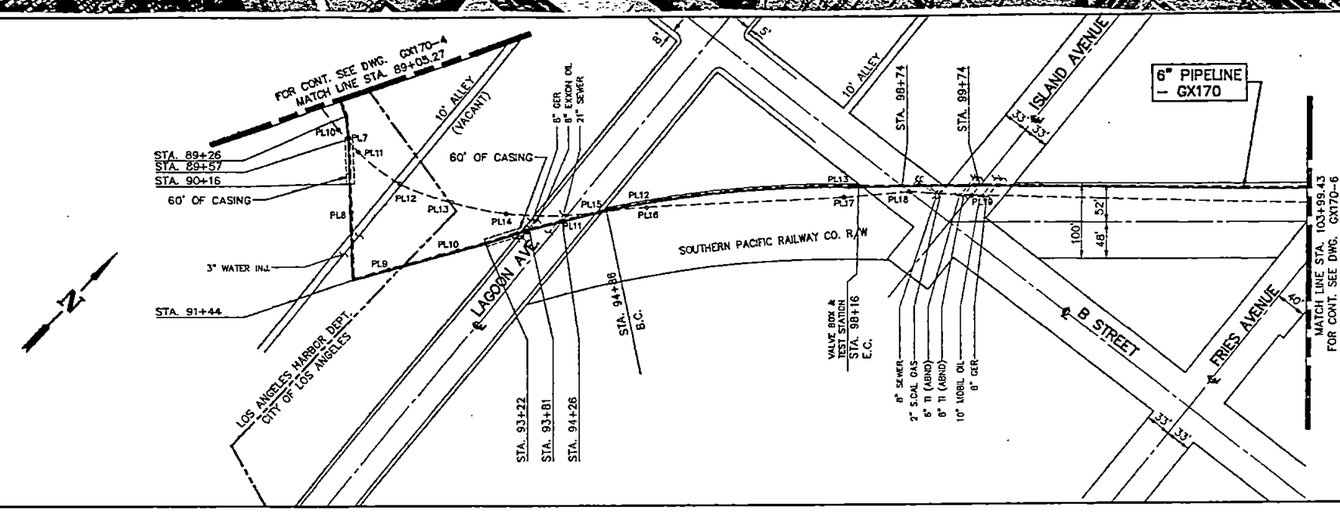
AERIAL



ALIGNMENT

PIPE LOCATION CHART
(PER SURVEY INFORMATION)

	GX120	GX170	GX180
PL7:		109.4' E. OF ℄ NEPTUNE AVE. 379.0' S. OF ℄ B ST.	110.5' E. OF ℄ NEPTUNE AVE. 377.4' S. OF ℄ B ST.
PL8:		175.0' E. OF ℄ NEPTUNE AVE. 452.4' S. OF ℄ B ST.	175.2' E. OF ℄ NEPTUNE AVE. 462.0' S. OF ℄ B ST.
PL9:		251.4' E. OF ℄ NEPTUNE AVE. 505.5' S. OF ℄ B ST.	251.0' E. OF ℄ NEPTUNE AVE. 504.8' S. OF ℄ B ST.
PL10:	93.9' E. OF ℄ NEPTUNE AVE. 399.4' S. OF ℄ B ST.	314.9' E. OF ℄ NEPTUNE AVE. 431.4' S. OF ℄ B ST.	314.1' E. OF ℄ NEPTUNE AVE. 430.7 S. OF ℄ B ST.
PL11:	132.3' E. OF ℄ NEPTUNE AVE. 405.6' S. OF ℄ B ST.	395.0' E. OF ℄ NEPTUNE AVE. 318.9' S. OF ℄ B ST.	394.3' E. OF ℄ NEPTUNE AVE. 314.6' S. OF ℄ B ST.
PL12:	200.9' E. OF ℄ NEPTUNE AVE. 408.5' S. OF ℄ B ST.	467.2' E. OF ℄ NEPTUNE AVE. 228.1' S. OF ℄ B ST.	466.4' E. OF ℄ NEPTUNE AVE. 227.1 S. OF ℄ B ST.
PL13:	267.4' E. OF ℄ NEPTUNE AVE. 383.2' S. OF ℄ B ST.	129.8' W. OF ℄ ISLAND AVE. 17.0' S. OF CURB ON B ST.	133.1' W. OF ℄ ISLAND AVE. 15.0' S. OF CURB ON B ST.
PL14:	332.5' E. OF ℄ NEPTUNE AVE. 350.8' S. OF ℄ B ST.		
PL15:	426.8' E. OF ℄ NEPTUNE AVE. 273.1' S. OF ℄ B ST.		
PL16:	469.1' E. OF ℄ NEPTUNE AVE. 230' S. OF ℄ B ST.		
PL17:	128.8' W. OF ℄ ISLAND AVE. 48.6' S. OF ℄ B ST.		
PL18:	66.4' W. OF ℄ ISLAND AVE.		
PL19:	46.7' N. OF ℄ B ST.		



PROFILE

R.O.W.

PIPE DATA

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VERT. SCALE: 1"=10' (10' 0' 10' 20')

HORIZ. SCALE: 1"=100' (100' 0' 100' 200')

SPEC SERVICES
SPEC Services, Inc.
17101 Bushard Street
Fountain Valley, CA 92708
(714) 963-8077

C:\550\GX170-5

REV.	DATE	BY	DESCRIPTION
			REVISION

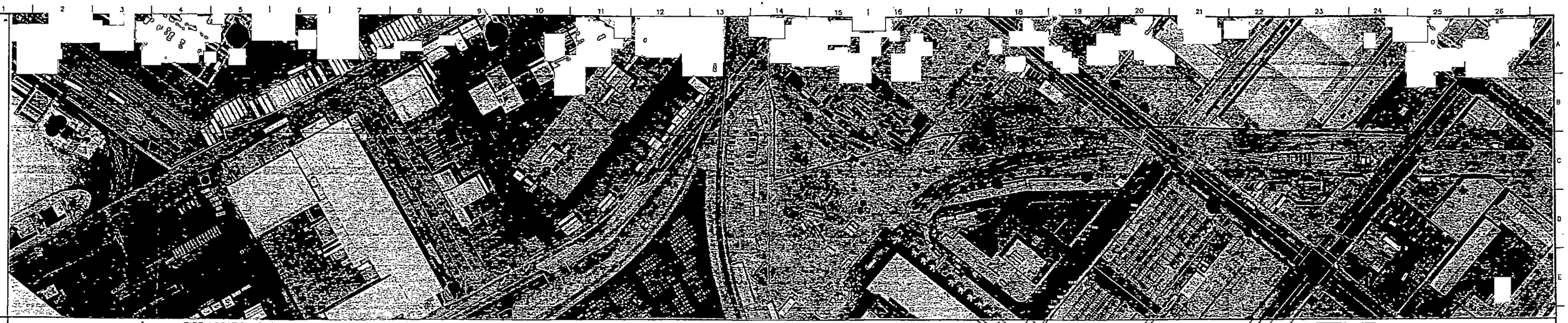
DRAWN DAR
CHECKED CDS
APPROVED
CHIEF ENGR.
REF. DRWGS.

GX170
PETROLEUM PIPELINE
ALIGNMENT SHEET

GATX TERMINALS CORPORATION
CHICAGO

DATE 4/5/91
DRWG. NO. GX170-5
REV. NO.
SCALE AS NOTED
PROJ. NO.
CO. NO.

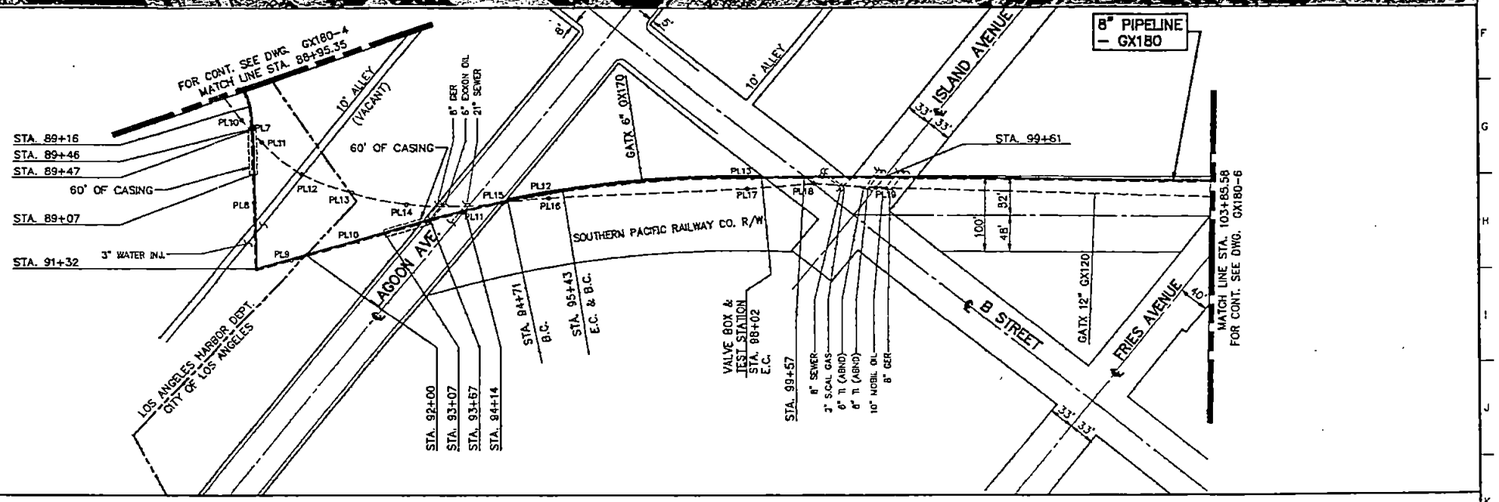
AERIAL



ALIGNMENT

PIPE LOCATION CHART
(PER SURVEY INFORMATION)

	GX120	GX170	GX180
PL7:		109.4' E. OF ℄ NEPTUNE AVE. 379.0' S. OF ℄ B ST.	110.5' E. OF ℄ NEPTUNE AVE. 377.4' S. OF ℄ B ST.
PL8:		175.0' E. OF ℄ NEPTUNE AVE. 452.4' S. OF ℄ B ST.	175.2' E. OF ℄ NEPTUNE AVE. 452.0' S. OF ℄ B ST.
PL9:		261.4' E. OF ℄ NEPTUNE AVE. 508.3' S. OF ℄ B ST.	261.0' E. OF ℄ NEPTUNE AVE. 504.8' S. OF ℄ B ST.
PL10:	93.9' E. OF ℄ NEPTUNE AVE. 399.4' S. OF ℄ B ST.	314.9' E. OF ℄ NEPTUNE AVE. 431.4' S. OF ℄ B ST.	314.1' E. OF ℄ NEPTUNE AVE. 430.7' S. OF ℄ B ST.
PL11:	132.3' E. OF ℄ NEPTUNE AVE. 405.6' S. OF ℄ B ST.	395.0' E. OF ℄ NEPTUNE AVE. 315.9' S. OF ℄ B ST.	394.3' E. OF ℄ NEPTUNE AVE. 314.8' S. OF ℄ B ST.
PL12:	200.9' E. OF ℄ NEPTUNE AVE. 405.5' S. OF ℄ B ST.	467.2' E. OF ℄ NEPTUNE AVE. 228.1' S. OF ℄ B ST.	466.4' E. OF ℄ NEPTUNE AVE. 227.1 S. OF ℄ B ST.
PL13:	267.4' E. OF ℄ NEPTUNE AVE. 383.2' S. OF ℄ B ST.	129.8' W. OF ℄ ISLAND AVE. 17.0' S. OF CURB ON B ST.	133.1' W. OF ℄ ISLAND AVE. 15.0' S. OF CURB ON B ST.
PL14:	332.5' E. OF ℄ NEPTUNE AVE. 350.8' S. OF ℄ B ST.		
PL15:	426.8' E. OF ℄ NEPTUNE AVE. 273.1' S. OF ℄ B ST.		
PL16:	469.1' E. OF ℄ NEPTUNE AVE. 230' S. OF ℄ B ST.		
PL17:	128.8' W. OF ℄ ISLAND AVE. 48.8' S. OF ℄ B ST.		
PL18:	86.4' W. OF ℄ ISLAND AVE.		
PL19:	46.7' N. OF ℄ B ST.		



PROFILE

R.O.W.

PIPE DATA

VERT. SCALE: 1"=10'

HORIZ. SCALE: 1"=100'

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SPEC Services, Inc.
17101 Bushard Street
Fountain Valley, CA 92708
(714) 963-8077
G:\220\GX180-5

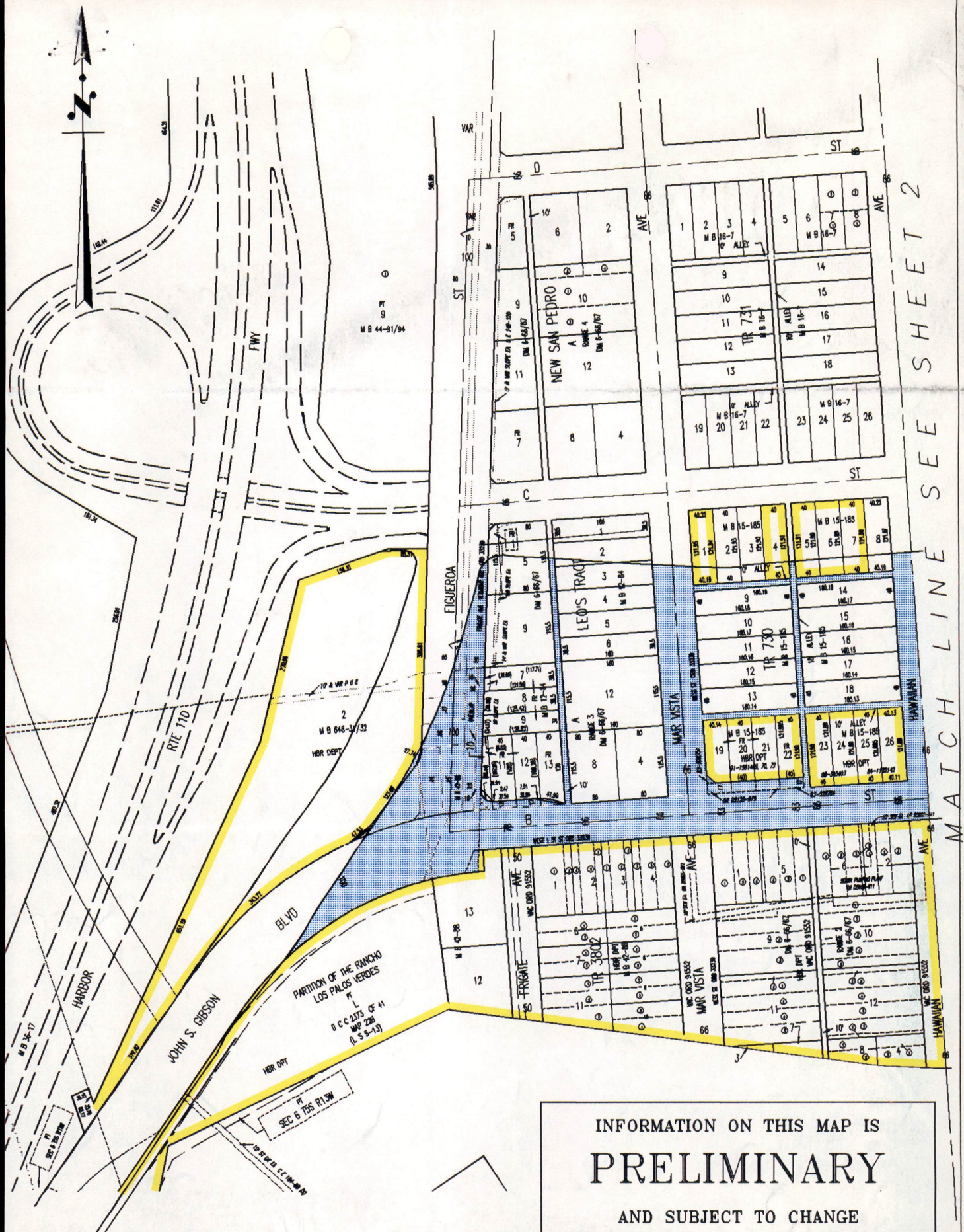
REV.	DATE	BY	DESCRIPTION
A	6/29/92	MM	FINAL REVIEW FIX

REVISION

DRAWN DAR
CHECKED CDS
APPROVED
CHIEF ENGR.
REF. DWGS.

GX180
PETROLEUM PIPELINE
ALIGNMENT SHEET
GATX TERMINALS CORPORATION
CHICAGO

DATE 4/5/91
DRWG. NO. GX180-5
REV. NO.
SCALE AS NOTED
PROJ. NO.
CO NO.



INFORMATION ON THIS MAP IS

PRELIMINARY

AND SUBJECT TO CHANGE

TITLE: "B" STREET AND FIGUEROA STREET VACATION DISTRICT.

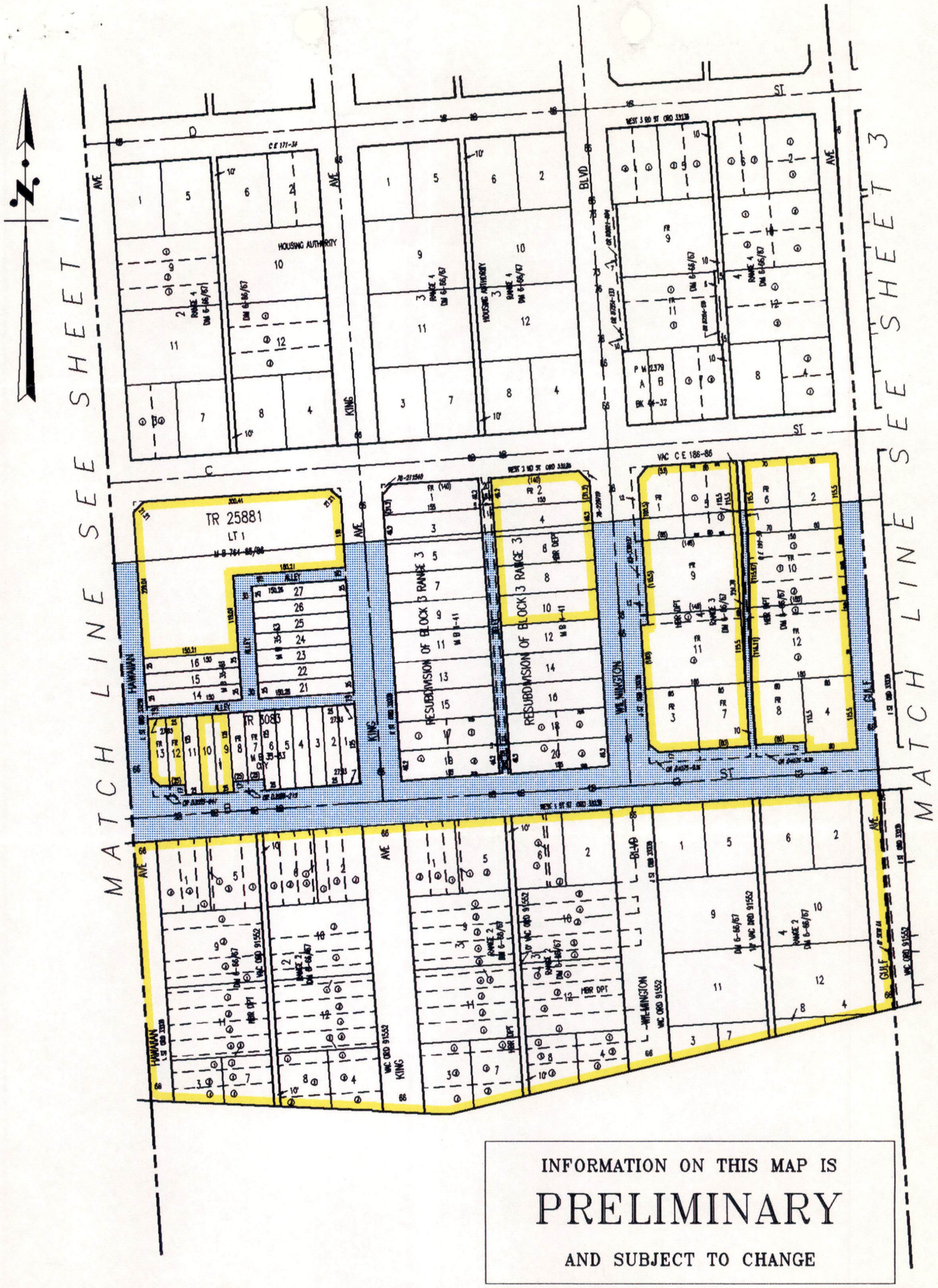
DATE 4-30-92
C.S.D. No
C.S.D. INVOLVEMENT
ACTION REQUIRED

WORK ORDER NO. VAC- E1400425
COUNCIL FILE NO. 92-1394
COUNCIL DIST. 15 DIV. INDEX 304,305
ENGR. DIST. HARBOR T.G. 74-B5
DISTRICT MAP 27-B-205 & 24-B-201

CITY OF LOS ANGELES
DEPT. OF PUBLIC WORKS
ROBERT S. HORII
CITY ENGINEER

EXHIBIT A

SHEET 1 OF 4 SHEETS



INFORMATION ON THIS MAP IS

PRELIMINARY

AND SUBJECT TO CHANGE

TITLE: "B" STREET AND FIGUEROA STREET VACATION DISTRICT.

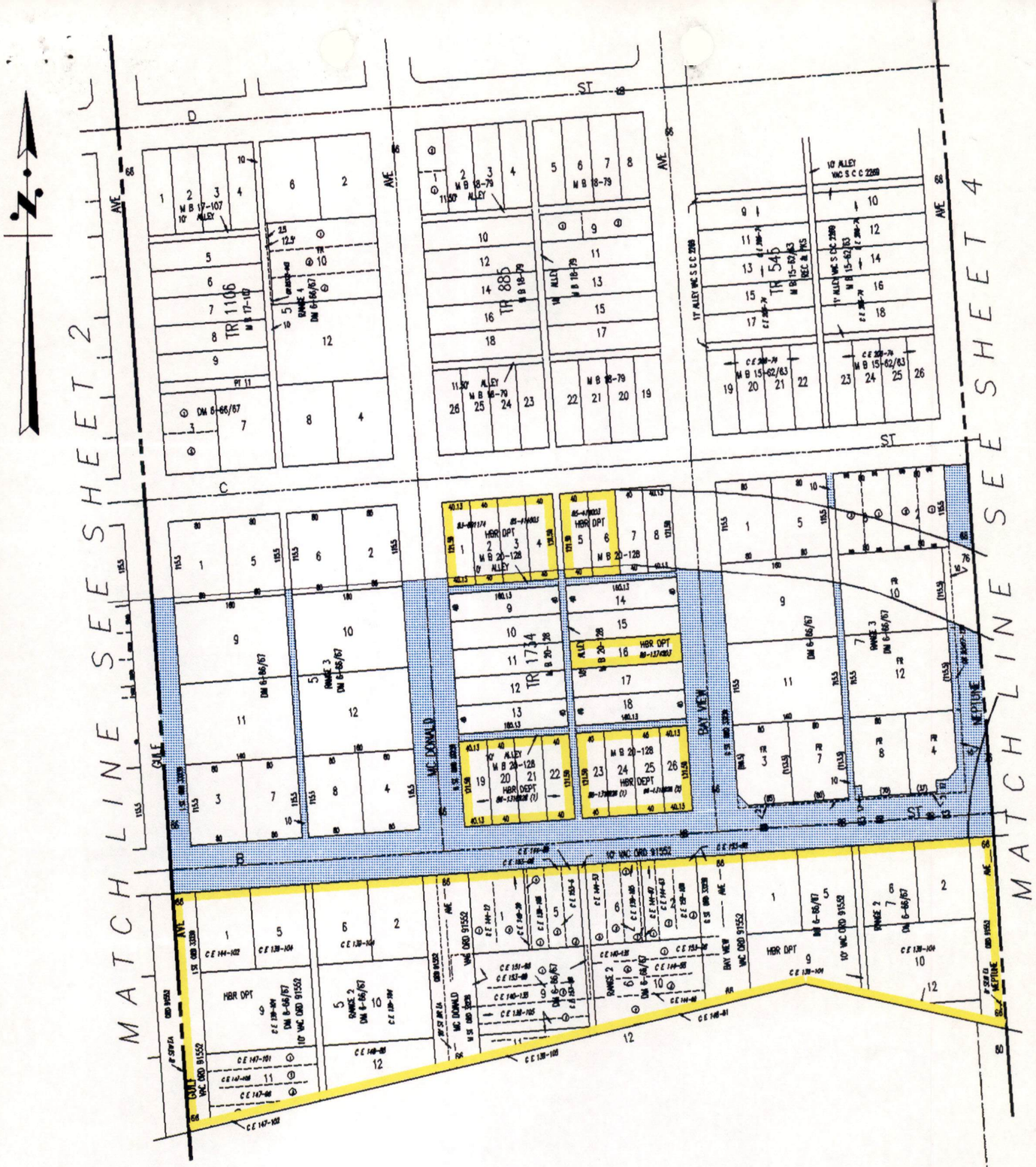
DATE 4-20-93
C.S.D. No
C.S.D. INVOLVEMENT
ACTION REQUIRED

WORK ORDER NO. VAC- E1400425
COUNCIL FILE NO. 92-1394
COUNCIL DIST. 15 **DIV. INDEX** 304,305
ENGR. DIST. HARBOR **T.G.** 74-B5
DISTRICT MAP 27-B-205 & 24-B-201

CITY OF LOS ANGELES
DEPT. OF PUBLIC WORKS
ROBERT S. HORII
CITY ENGINEER

EXHIBIT A

SHEET 2 OF 4 SHEETS



TIDE LAND LOCATION NO. 57

PAT 3-48 M D & D 15-185/183
S C C 6395 C F 80
S C C 64536 M D & D 15-180/183
U S SUPREME COURT M D & D 15-184/192

INFORMATION ON THIS MAP IS

PRELIMINARY

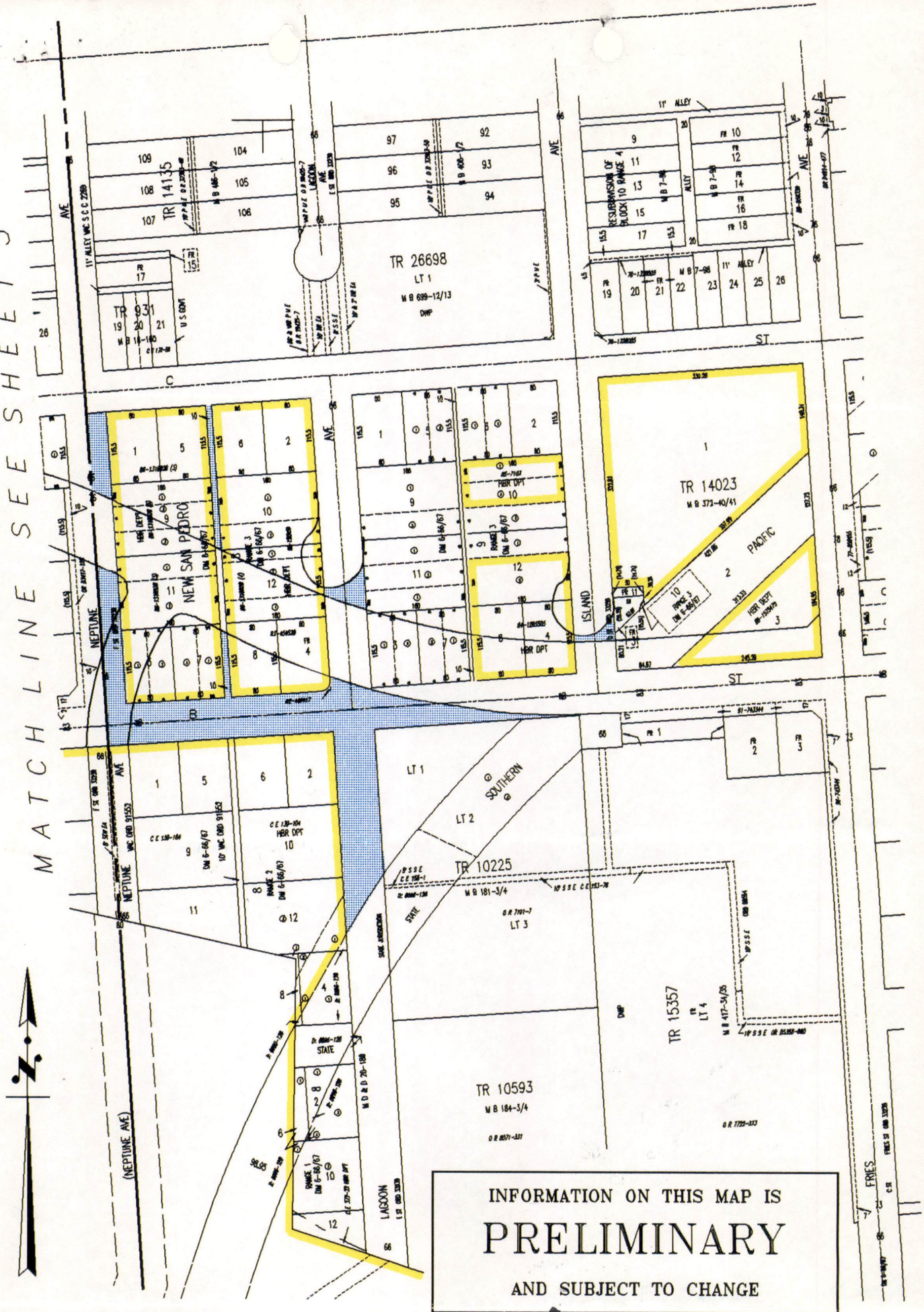
AND SUBJECT TO CHANGE

DATE 4-28-2022
C.S.D. No
C.S.D. INVOLVEMENT
ACTION REQUIRED

TITLE: "B" STREET AND FIGUEROA STREET VACATION DISTRICT.

WORK ORDER NO. VAC- E1400425	CITY OF LOS ANGELES
COUNCIL FILE NO. 92-1394	DEPT. OF PUBLIC WORKS
COUNCIL DIST. 15 DIV. INDEX 304,305	ROBERT S. HORII
ENGR. DIST. HARBOR T.G. 74-B5	CITY ENGINEER
DISTRICT MAP 27-B-205 & 24-B-201	

EXHIBIT A



TITLE: "B" STREET AND FIGUEROA STREET VACATION DISTRICT.

WORK ORDER NO. VAC- E1400425
COUNCIL FILE NO. 92-1394
COUNCIL DIST. 15 DIV. INDEX 304,305
ENGR. DIST. HARBOR T.G. 74-B5
DISTRICT MAP 27-B-205 & 24-B-201

CITY OF LOS ANGELES
DEPT. OF PUBLIC WORKS
ROBERT S. HORII
CITY ENGINEER

DATE 4-30-22
C.S.D. No
C.S.D. INVOLVEMENT
ACTION REQUIRED

EXHIBIT A

SHEET 4 OF 4 SHEETS

BOARD OF PUBLIC WORKS
MEMBERS

FELICIA MARCUS
PRESIDENT
DENNIS N. NISHIKAWA
VICE-PRESIDENT
PERCY DURAN, III
M. E. "RED" MARTINEZ
JOHN MURRAY, JR.

JAMES A. GIBSON
SECRETARY

CITY OF LOS ANGELES
CALIFORNIA

TOM BRADLEY
MAYOR

RECEIVED
LAND DEV. & MAPPING
1993 MAY -5 AM 9:26

DEPARTMENT OF
PUBLIC WORKS
BUREAU OF
ENGINEERING
ROBERT S. HORII
CITY ENGINEER
ROOM 800, CITY HALL
LOS ANGELES, CA 90012

The Metropolitan Water District
of Southern California
Attention Chief Engineer
P.O. Box 54153
Los Angeles, CA 90054

April 14, 1993
"B" St. & Figueroa St.
Vac. Dist. -
VAC-E1400425 -
C.F. No. 92-1394.

NOTICE OF PROPOSED VACATION

This office is investigating the following:

(x) A request for the vacation of the area(s) shown colored blue on the attached map.

( ) The vacation of the area(s) shown colored green.

If there are in-place public utility facilities in the vacation area that are in use, you must notify this Office within 45 days of the above date or such facilities will be unprotected.

Further information concerning the vacation may be obtained from the Street Vacation Investigation Section on telephone 485-3024 or in Room 705, City Hall.

LaGronie Wyatt by ees
LaGronie Wyatt, Division Engineer
Land Development & Mapping Division
Bureau of Engineering

LaW/gt

Enc.

METROPOLITAN HAS NO EXISTING OR PROPOSED FACILITIES WITHIN THE AREA AND HAS NO OBJECTION TO THE VACATION.

Signed: Wayne Bousley
for WAYNE L. BOUSLEY
PRINCIPAL ENGINEER

Date: APR 28 1993

LOGGED IN

Recyclable and made from recycled waste.

Shell Pipe Line Corporation

West Coast Area
P O Box 4848
511 N. Brookhurst Street
Anaheim, CA 92803

April 28,1993

City of Los Angeles
Department of Public Works
Bureau of Engineering
Land Development & Mapping
Attn: LaGronie Wyatt
Room 800, City Hall
LOS ANGELES, Ca. 90012

RECEIVED
LAND DEV. & MAPPING
1993 MAY -4 PM 4:57

Dear Mr, Wyatt:

LOS ANGELES COUNTY, CALIFORNIA
RECORD #3586 LOG#87 APR.-93
HARBOR LINES (ABANDONED) Y-1018, Y-1019
NEW T G 794 D7
"B" ST. & FIGUEROA ST. VAC. DIST.-VAC-E1400425
C. F. NO. 92-1394

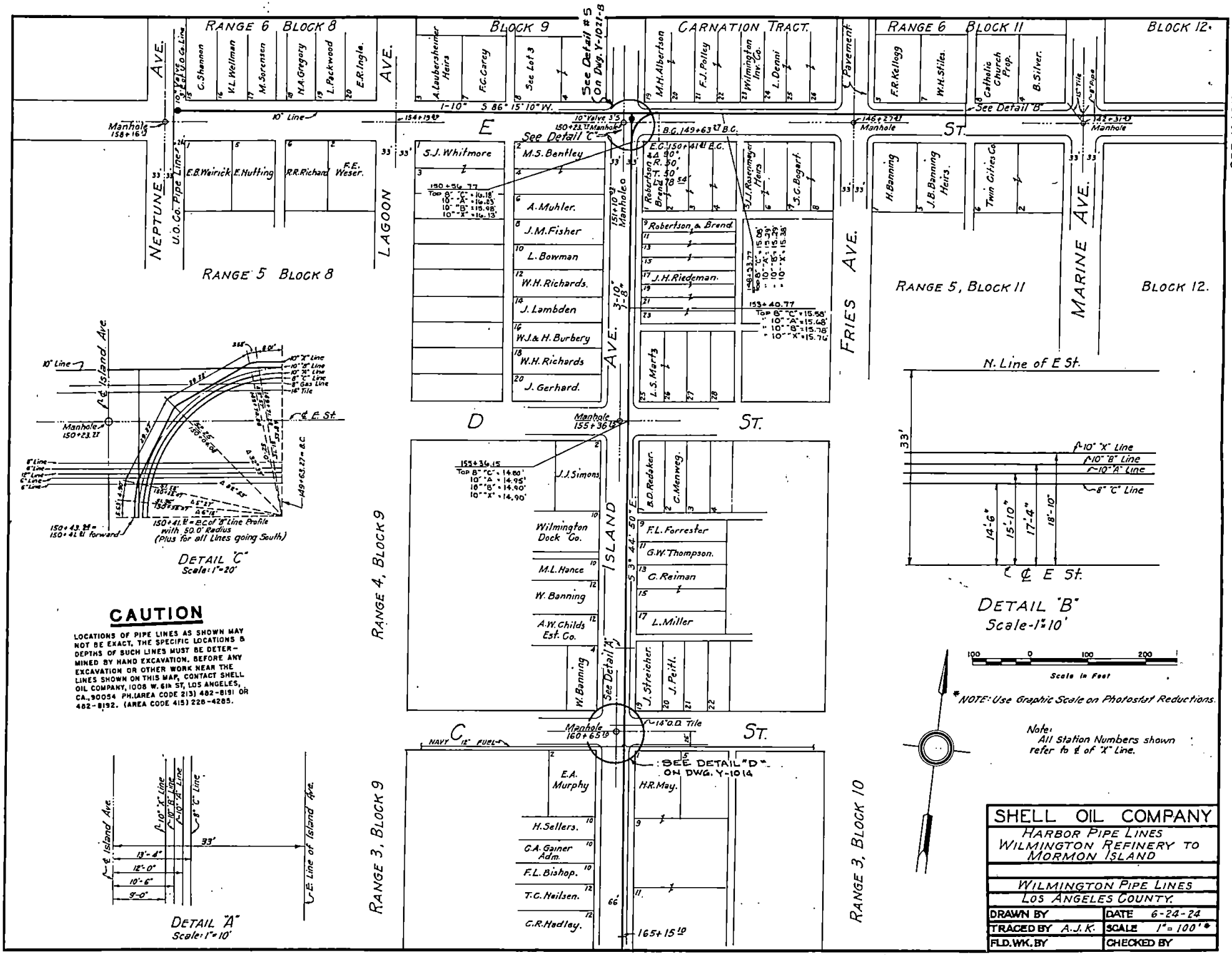
Please refer to your letter dated April 14,1993 regarding the proposed VACATION OF STREETS: "B" ST. & FIGUEROA ST. in the city of Los Angeles (harbor area). Shell Oil Company formerly operated the subject pipe lines in the approximate location shown on the enclosed drawings (Y-1018, Y-1019). If there is a conflict with your project, you may remove conflicting portion of the lines after Shell Pipe Line Corporation personal make the initial cuts. Contact Shell Pipe Line's Mr. Dan Coburn, telephone number (310) 988-3305, at least two working days prior to the commencement of construction activities to make arrangements for the work.

Yours very truly,

J. T. Meza
West Coast Area

JTM:gdb

Attachment



CAUTION

LOCATIONS OF PIPE LINES AS SHOWN MAY NOT BE EXACT. THE SPECIFIC LOCATIONS & DEPTHS OF SUCH LINES MUST BE DETERMINED BY HAND EXCAVATION. BEFORE ANY EXCAVATION OR OTHER WORK NEAR THE LINES SHOWN ON THIS MAP, CONTACT SHELL OIL COMPANY, 1008 W. 6th ST, LOS ANGELES, CA., 90054 PH. (AREA CODE 213) 482-8191 OR 482-8192. (AREA CODE 415) 226-4285.

DETAIL "C"
Scale: 1"=20'

DETAIL "A"
Scale: 1"=10'

DETAIL "B"
Scale-1"=10'

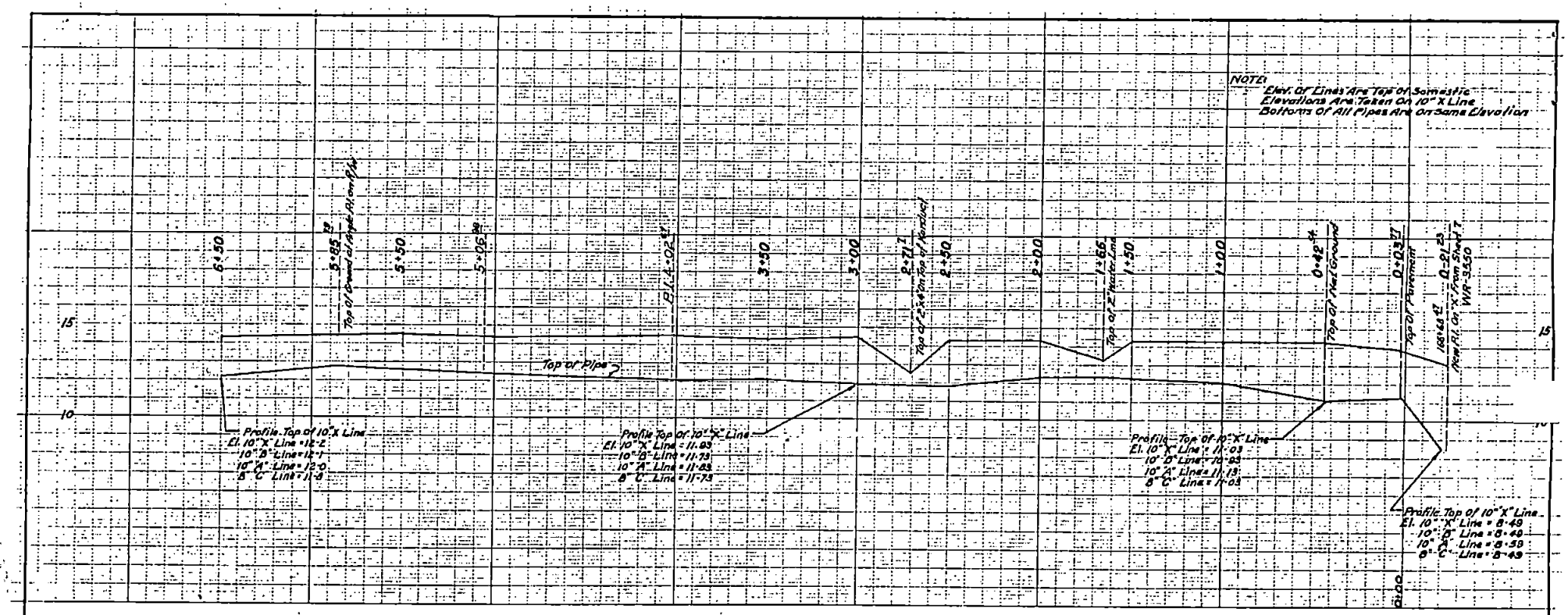
*NOTE: Use Graphic Scale on Photostat Reductions.

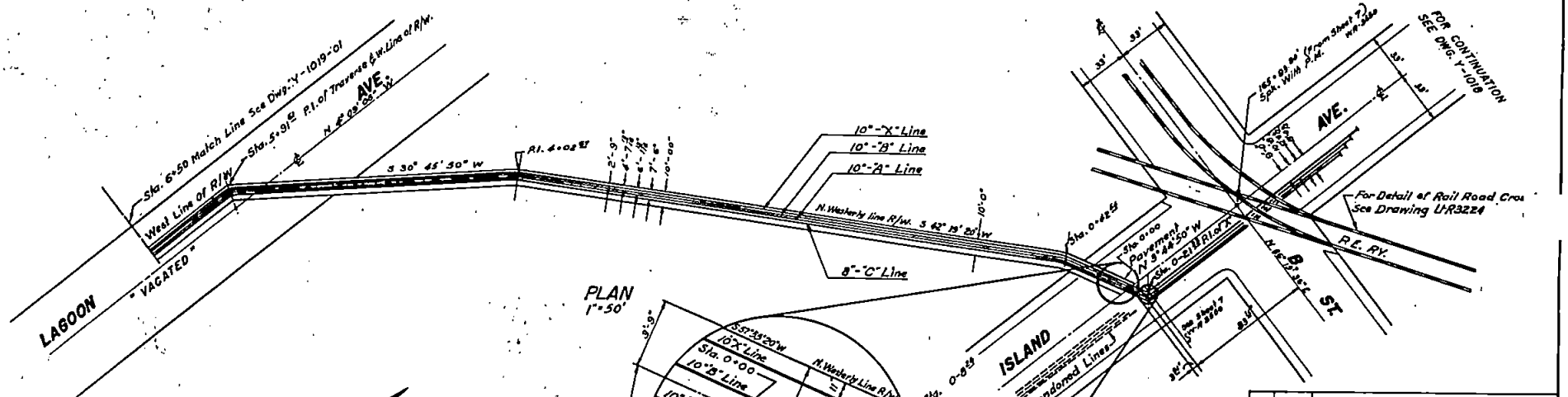
Note:
All Station Numbers shown refer to ℄ of "X" Line.

SHELL OIL COMPANY	
HARBOR PIPE LINES WILMINGTON REFINERY TO MORMON ISLAND	
WILMINGTON PIPE LINES LOS ANGELES COUNTY.	
DRAWN BY	DATE 6-24-24
TRACED BY A.J.K.	SCALE 1"=100'*
FLD. WK. BY	CHECKED BY

REVISED: 5-15-70 H.T.

Y-1018





CAUTION

LOCATIONS OF PIPE LINES AS SHOWN MAY NOT BE EXACT. THE SPECIFIC LOCATIONS & DEPTHS OF SUCH LINES MUST BE DETERMINED BY HAND EXCAVATION. BEFORE ANY EXCAVATION OR OTHER WORK NEAR THE LINES SHOWN ON THIS MAP, CONTACT SHELL OIL COMPANY, 1008 W. 6th ST, LOS ANGELES, CA., 90054 PH. (AREA CODE 213) 402-8191 OR 482-8192. (AREA CODE 415) 228-4285.

50 25 0 50 100 150

Scale in Feet

* NOTE: Use Graphic Scale on Reduced Prints

ENG. DEPT. **SHELL OIL CO.** WILMINGTON

HARBOR PIPE LINES
WILMINGTON REFINERY TO
WILMINGTON LOADING STATION

SHEET 7A OF 13

WILMINGTON PIPE LINES.
LOS ANGELES COUNTY.

DRAWN BY: P. JAMES	DATE: 10-17-47
TRACED BY: P. JAMES	SCALE: HOR. 1" = 50' VERT. 1" = 5' *
FLD. WK. BY: SCOTT.	CHECKED BY:

REVISED 5-15-70 H.T.

APPROVED: _____ Y-1019

MEMORANDUM

TO : LAGRONIE WYATT **DATE: 4-26-93**
FROM: RICK GORACY, FLETCHER OIL
SUBJECT: VACATION AT FIGUEROA & B ST.

DEAR MR. WYATT:

IN REGARDS TO YOUR LETTER REGARDING THE VACATION OF THE AREA AROUND FIGUEROA & B ST FLETCHER DOES HAVE A 6" PIPELINE IN THE VACINITY. THE LINE IS USED TO TRANSPORT ANYTHING FROM CRUDE OIL TO BLENDED FUEL OIL FROM THE REFINERY TO THE HARBOR AREA.

I HAVE CONTACTED MR. TILLEY AT THE PORT OF L.A. I 'AM GOING TO SEND HIM A BLUEPRINT OF THE AREA THAT WE HAVE A RIGHT OF WAY THROUGH. IF YOU HAVE ANY FURTHER QUESTIONS PLEASE FEEL FREE TO CONTACT ME AT 310-518-7293.

SINCERELY,
RICK GORACY

RECEIVED
LAND DEV. & MAPPING
1993 APR 30 AM 8:16

WICKLAND OIL TERMINALS

RECEIVED
LAND DEV. & MAPPING
1993 APR 30 AM 8:15

April 26, 1993

LaGronie Wyatt
Division, Engineer
Land Development & Mapping Division
Department of Public Works
Room 800 City Hall
Los Angeles CA 90012

Dear Sirs:

Wickland Oil Terminals has an 8" pipeline that is located within the vacation area. Please see your sheets 3 and 4. We have indicated our pipeline in red ink.

Please call me if you need additional information. You can contact me at our main number 310-834-4495.

Sincerely,

Rudy De Mara

Rudy De Mara
Terminal Manager

Attachment

841 La Paloma Wilmington, CA 90744 • Tel (310) 834-4495 Fax (310) 834-3627

BOARD OF PUBLIC WORKS
MEMBERS

FELICIA MARCUS
PRESIDENT
DENNIS N. NISHIKAWA
VICE-PRESIDENT
PERCY DURAN, III
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JOHN MURRAY, JR.

JAMES A. GIBSON
SECRETARY

CITY OF LOS ANGELES
CALIFORNIA

TOM BRADLEY
MAYOR

RECEIVED
APR 23 1993
L.A. TERMINAL

DEPARTMENT OF
PUBLIC WORKS
BUREAU OF
ENGINEERING
ROBERT S. HORII
CITY ENGINEER
ROOM 800, CITY HALL
LOS ANGELES, CA 90012

Wickland Oil Company
Attn: Bob Robertson
901 La Paloma
Wilmington, CA 90748

April 14, 1993
"B" St. & Figueroa St.
Vac. Dist. -
VAC-E1400425 -
C.F. No. 92-1394.

NOTICE OF PROPOSED VACATION

This office is investigating the following:

(x) A request for the vacation of the area(s) shown colored blue on the attached map.

( ) The vacation of the area(s) shown colored green.

If there are in-place public utility facilities in the vacation area that are in use, you must notify this Office within 45 days of the above date or such facilities will be unprotected.

Further information concerning the vacation may be obtained from the Street Vacation Investigation Section on telephone 485-3024 or in Room 705, City Hall.

LaGronie Wyatt by ves

LaGronie Wyatt, Division Engineer
Land Development & Mapping Division
Bureau of Engineering

LaW/gt

Enc.

Recyclable and made from recycled waste.

APPLICATION FOR VACATION OF PUBLIC RIGHT OF WAY

DATE: July 22, 1992

PROJECT LOCATION AND DESCRIPTION:

(1) Area proposed to be vacated is: Figueroa, Mar Vista, Hawaiian, King, Wilmington, Gulf, McDonald, Bayview, Neptune & adj. alleys
(Street Name, Alley, Walk, Other)

and is located between:

B Street (Street, Avenue, Boulevard or other limit) and C Street (Street, Avenue, Boulevard or other limit)

Also: B Street between Figueroa & Island

(2) The project lies within or is shown on:

(a) Engineering District: (check appropriately)

( ) Central (X) Harbor ( ) Valley ( ) West Los Angeles

(b) Council District No. 15

(c) District Map No. 4895

(d) Thomas Guide Reference: 74 (Page No.), B-5 (Letter/Number Intersection Point)

(3) Area (in square feet) of the proposed vacation area is: 577,000 +/- Sq. Ft.

(4) Purpose of vacation (future use of vacation area) is: To be use for Terminal Expansion by the Los Angeles Harbor Dept.

(5) Vacation is in conjunction with: (check appropriately)

( ) Tract Map ( ) Parcel Map ( ) Zone Change (X) Other [explain]:

Recommendations of the Wilmington-Harbor City District Plan adopted by City Council on 6/26/90.

OWNERSHIPS:

(6) Applicant(s): City of Los Angeles, Harbor Department
Print Name(s) of Applicant(s) in Full

Signature(s): Ron Reddick for Vern Hall, Chief Harbor Engineer

(7) Mailing Address: P.O. Box 151, San Pedro, CA 90733-0151
(Address, City, State, Zip Code)

(8) Daytime phone number of applicant is: (310) 519-3616 (Bill Tilley)

(9) Applicant is: (check appropriately) (X) Owner OR ( ) Representative of Owner(s)

(10) Name(s) and address of the Owner(s) is/are:

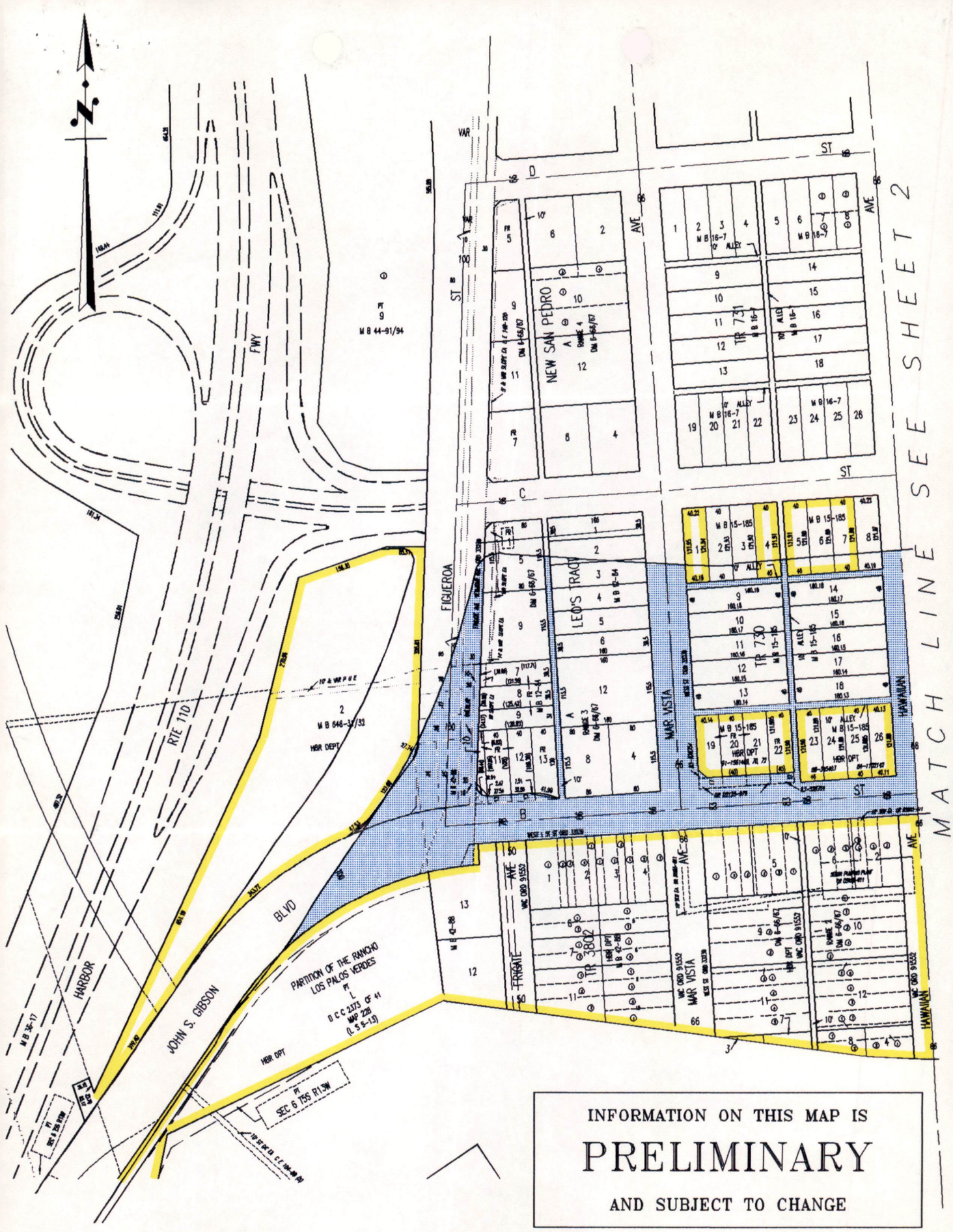
(A) Same as above
Print Name(s) and Address of Owner(s) in Full (If Owner is Applicant, indicate "Same as Above")

(11) Applicant is owner or representative of owner of: (check appropriately and provide required materials or information)

( ) The property described in attached copy of Grant Deed

OR

(X) See attached property ownership map
(Lot, Tract No.) (Parcel, Parcel Map L.A. No.) (Other)



INFORMATION ON THIS MAP IS

PRELIMINARY

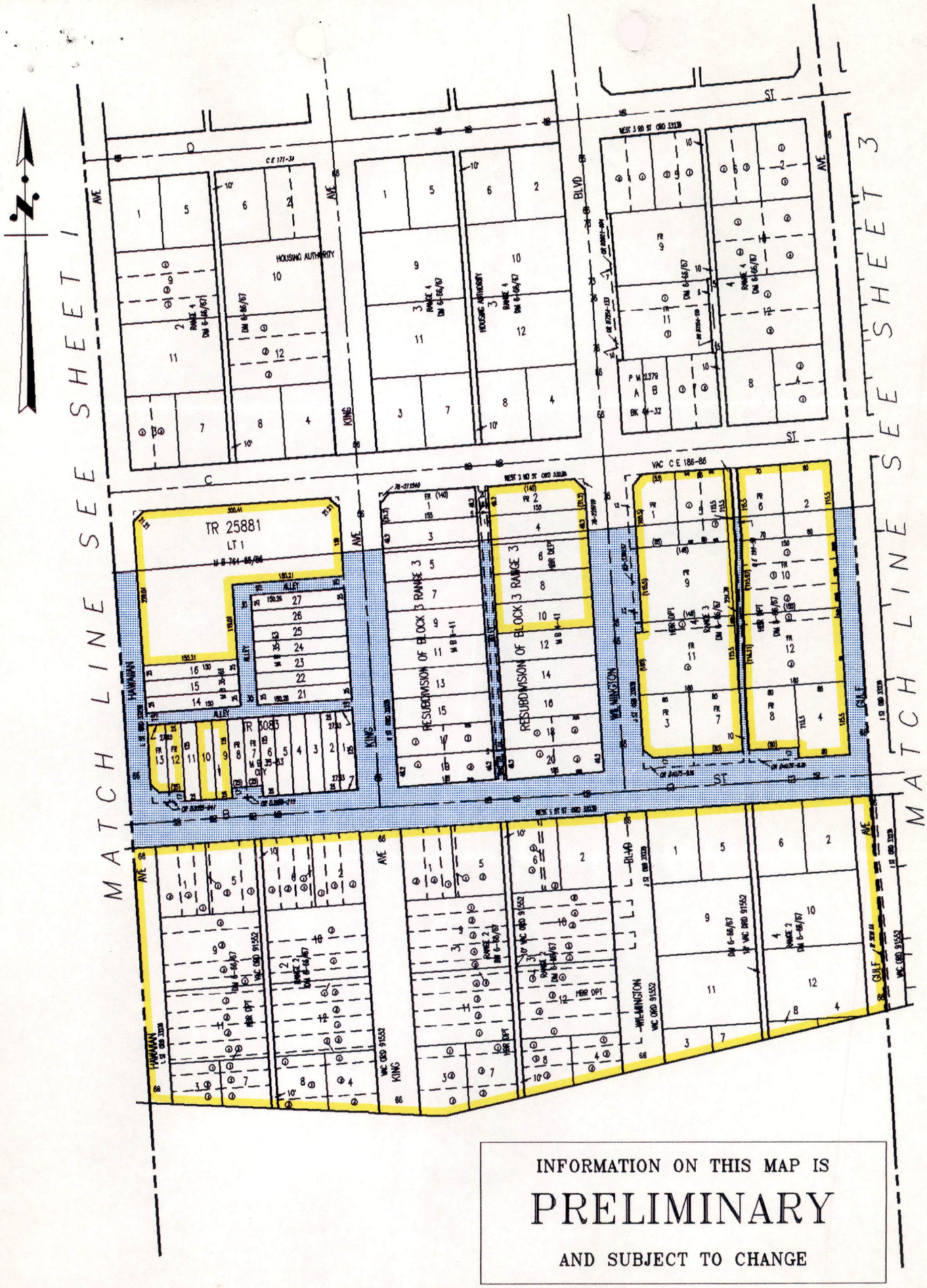
AND SUBJECT TO CHANGE

TITLE: "B" STREET AND FIGUEROA STREET VACATION DISTRICT.

WORK ORDER NO. VAC- E1400425
COUNCIL FILE NO. 92-1394
COUNCIL DIST. 15 DIV. INDEX 304,305
ENGR. DIST. HARBOR T.G. 74-B5
DISTRICT MAP 27-B-205 & 24-B-201

CITY OF LOS ANGELES
DEPT. OF PUBLIC WORKS
ROBERT S. HORII
CITY ENGINEER

EXHIBIT A



INFORMATION ON THIS MAP IS

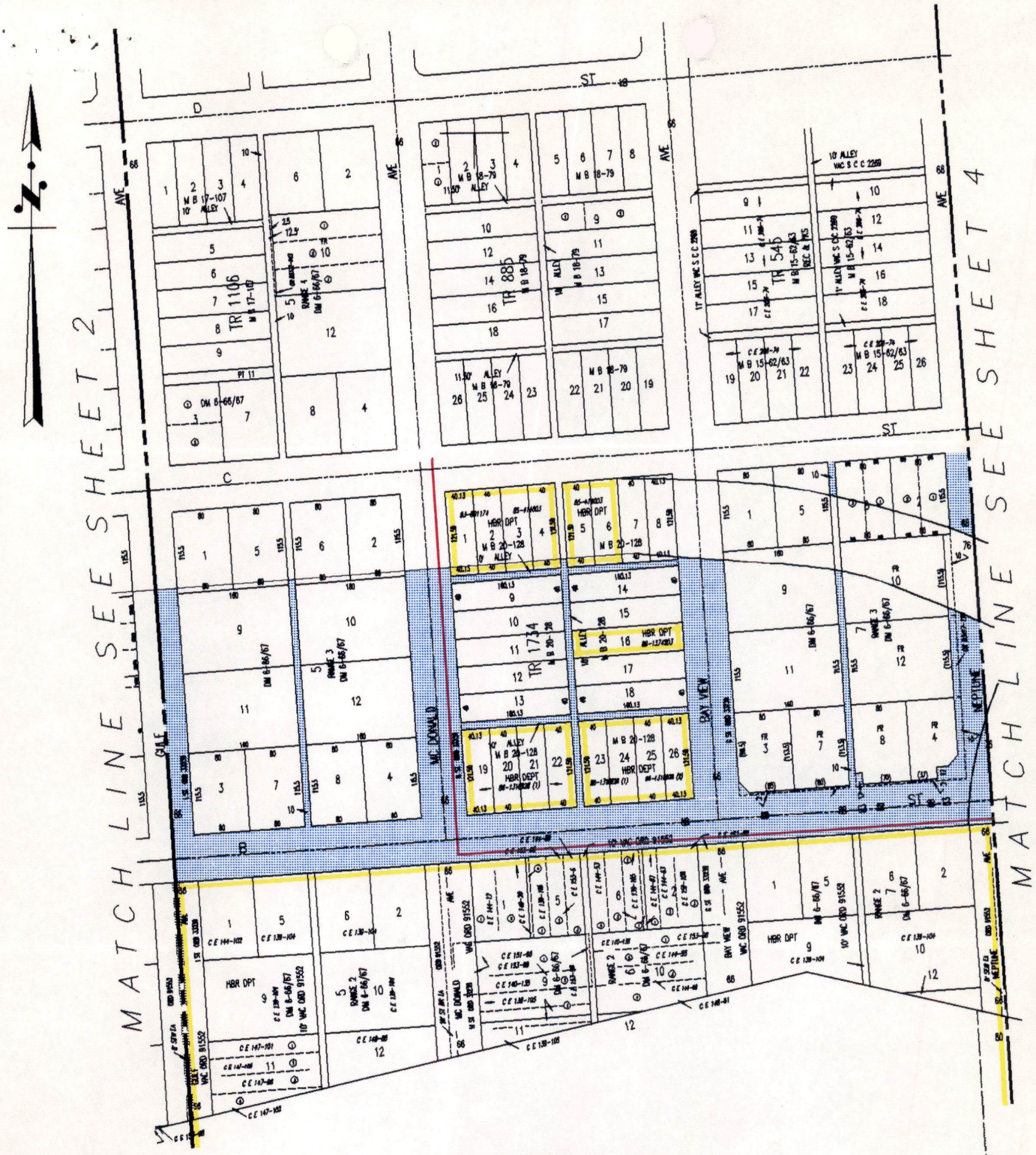
PRELIMINARY

AND SUBJECT TO CHANGE

TITLE: "B" STREET AND FIGUEROA STREET VACATION DISTRICT.

WORK ORDER NO. VAC- E1400425	CITY OF LOS ANGELES
COUNCIL FILE NO. 92-1394	DEPT. OF PUBLIC WORKS
COUNCIL DIST. 15 DIV. INDEX 304,305	ROBERT S. HORII
ENGR. DIST. HARBOR T.G. 74-B5	CITY ENGINEER
DISTRICT MAP 27-B-205 & 24-B-201	

EXHIBIT A



TIDE LAND LOCATION NO. 57

PAT 3-48 M D & D 15-185/183
S C C 6395 C F 80
S C C 64536 M D & D 15-180/183
U S SUPREME COURT M D & D 15-184/192

INFORMATION ON THIS MAP IS

PRELIMINARY

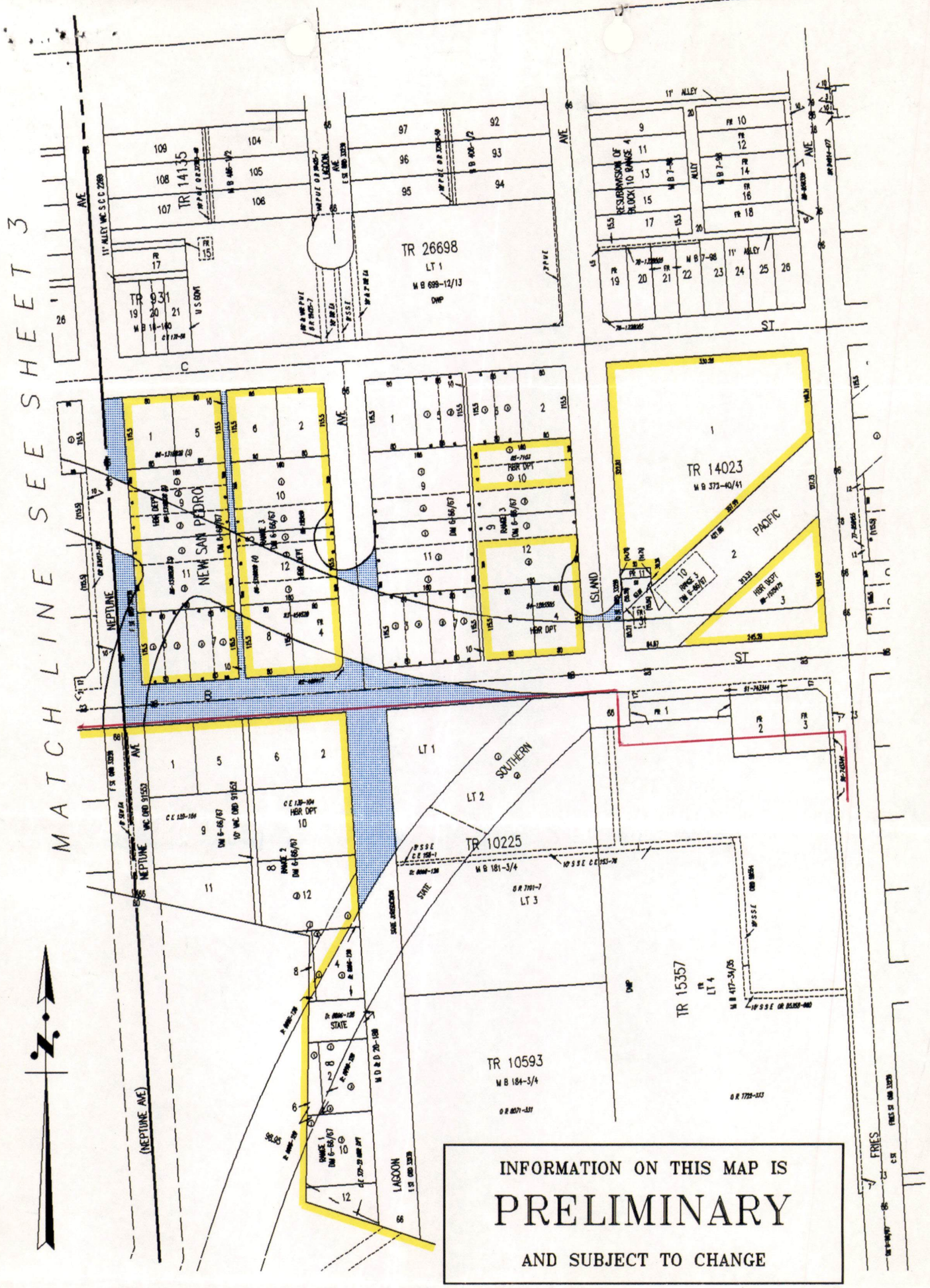
AND SUBJECT TO CHANGE

TITLE: "B" STREET AND FIGUEROA STREET VACATION DISTRICT.

WORK ORDER NO. VAC- E1400425
COUNCIL FILE NO. 92-1394
COUNCIL DIST. 15 DIV. INDEX 304,305
ENGR. DIST. HARBOR T.G. 74-B5
DISTRICT MAP 27-B-205 & 24-B-201

CITY OF LOS ANGELES
DEPT. OF PUBLIC WORKS
ROBERT S. HORII
CITY ENGINEER

EXHIBIT A



TITLE: "B" STREET AND FIGUEROA STREET VACATION DISTRICT.

WORK ORDER NO. VAC- E1400425	CITY OF LOS ANGELES
COUNCIL FILE NO. 92-1394	**DEPT. OF PUBLIC WORKS**
COUNCIL DIST. 15 **DIV. INDEX** 304,305	ROBERT S. HORII
ENGR. DIST. HARBOR **T.G.** 74-B5	**CITY ENGINEER**
DISTRICT MAP 27-B-205 & 24-B-201	

EXHIBIT A

ELIAS MARTINEZ
City Clerk

J. Michael Carey
Executive Officer

When making inquiries relative to this matter refer to File No.

CITY OF LOS ANGELES
CALIFORNIA

TOM BRADLEY
MAYOR

Office of
CITY CLERK
Council and Public Services
Room 395, City Hall
Los Angeles, CA 90012
Council File Information - 485-5703
General Information - 485-5705

Pat Letcher
Chief Legislative Assistant

92-1394

CD 15

August 6, 1992

CITY ENGINEER
PUBLIC WORKS COMMITTEE

In accordance with Council Rules, initiation of vacation proceedings: "B" Street and Figueroa Street Vacation District, was referred on August 4, 1992, to the CITY ENGINEER and PUBLIC WORKS COMMITTEE.

Elias Martinez

City Clerk
amm

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

Date: 8-3-92

To: City Clerk's Office
Attention: Mimi Donlin
Room 395, City Hall

From: LaGronie Wyatt, Division Engineer
Land Development and Mapping Division
Bureau of Engineering

Subject: Assignment of Council File Number.

Please assign a Council File Number to this request for initiation of vacation proceedings:

"B" Street and Figueroa Street Vacation District.

C. D. No. 15

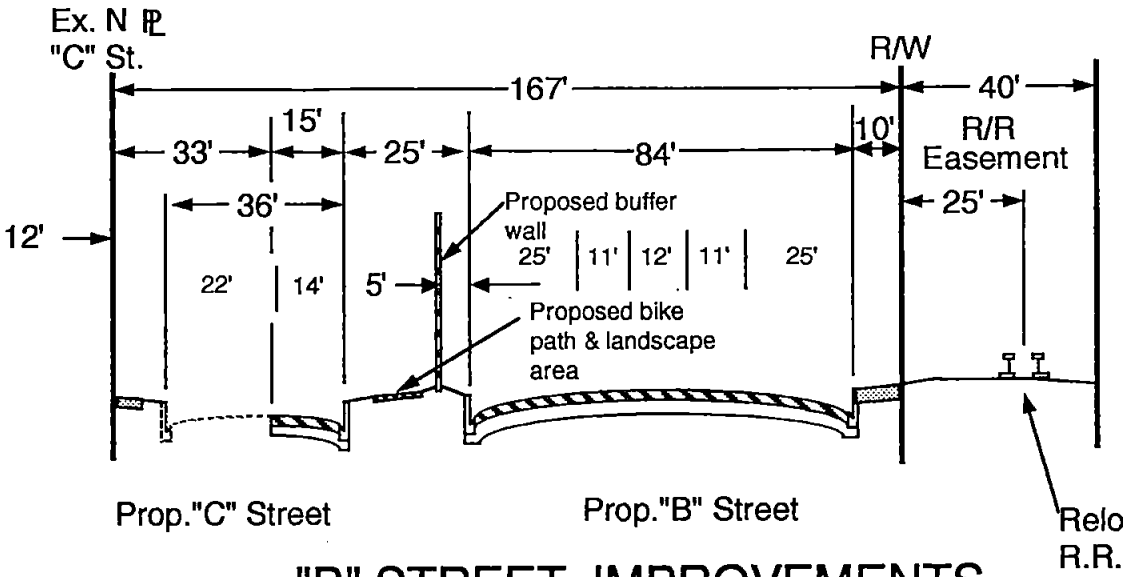
LaW/RSC/nfk
A:NKVAC95.1

FILED
CITY CLERK'S OFFICE
'92 AUG -4 A7:35
ELIAS MARTINEZ
CITY CLERK
BY _____ DEPUTY

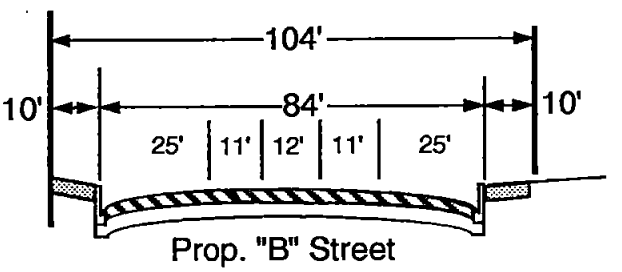
Referred to City Engineer and Public Works Cmte.

AUG 04 1992

TYPICAL SECTIONS

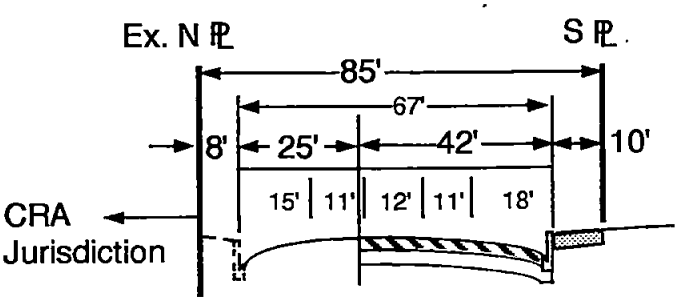


"B" STREET IMPROVEMENTS
BETWEEN FIGUEROA ST. AND BAYVIEW AVE.



"B" STREET IMPROVEMENTS
BETWEEN BAYVIEW AVE. & BROAD AVE.

J. S. GIBSON BLVD./FIGUEROA ST. IMPROVEMENTS
BETWEEN "C" ST. AND 1000' SOUTHERLY.



"B" STREET IMPROVEMENTS
BETWEEN BROAD AVE. & ALAMEDA ST.

July 17, 1992
X SECTION WITH STRIPING
BT-Engr

APPLICATION FOR VACATION OF PUBLIC RIGHT OF WAY

DATE: July 22, 1992

PROJECT LOCATION AND DESCRIPTION:

(1) Area proposed to be vacated is: Figueroa, Mar Vista, Hawaiian, King, Wilmington, Gulf, McDonald, Bayview, Neptune & adj. alleys
(Street Name, Alley, Walk, Other)

and is located between:

B Street (Street, Avenue, Boulevard or other limit) and C Street (Street, Avenue, Boulevard or other limit)

Also: B Street between Figueroa & Island

(2) The project lies within or is shown on:

(a) Engineering District: (check appropriately)

( ) Central (X) Harbor ( ) Valley ( ) West Los Angeles

(b) Council District No. 15

(c) District Map No. 4895

(d) Thomas Guide Reference: 74 (Page No.), B-5 (Letter/Number Intersection Point)

(3) Area (in square feet) of the proposed vacation area is: 577,000 +/- Sq. Ft.

(4) Purpose of vacation (future use of vacation area) is: To be use for Terminal Expansion by the Los Angeles Harbor Dept.

(5) Vacation is in conjunction with: (check appropriately)

( ) Tract Map ( ) Parcel Map ( ) Zone Change (X) Other [explain]:

Recommendations of the Wilmington-Harbor City District Plan adopted by City Council on 6/26/90.

OWNERSHIPS:

(6) Applicant(s): City of Los Angeles, Harbor Department
Print Name(s) of Applicant(s) in Full

Signature(s): Ron Riddick for Vern Hall, Chief Harbor Engineer

(7) Mailing Address: P.O. Box 151, San Pedro, CA 90733-0151
(Address, City, State, Zip Code)

(8) Daytime phone number of applicant is: (310) 519-3616 (Bill Tilley)

(9) Applicant is: (check appropriately) (X) Owner OR ( ) Representative of Owner(s)

(10) Name(s) and address of the Owner(s) is/are:

(A) Same as above
Print Name(s) and Address of Owner(s) in Full (If Owner is Applicant, indicate "Same as Above")

(11) Applicant is owner or representative of owner of: (check appropriately and provide required materials or information)

( ) The property described in attached copy of Grant Deed

OR

(X) See attached property ownership map
(Lot, Tract No.) (Parcel, Parcel Map L.A. No.) (Other)

Mobil Oil Corporation

RECEIVED
LAND DEV. & MAPPING
1993 MAY -5 PM 2:39

WEST COAST PIPE LINES
3020 OLD RANCH PARKWAY
SUITE 200
SEAL BEACH, CALIFORNIA 90740-2751

April 29, 1993

LaGronie Wyatt
CITY OF LOS ANGELES DEPARTMENT
OF PUBLIC WORKS BUREAU OF
ENGINEERING
Room 800, City Hall
Los Angeles, CA 90012

RE: "B" ST. & FIGUEROA ST.
VAC-E1400425
OUR FILE: LAC 755

Dear Mr. Wyatt:

This refers to your letter of April 14, 1993, pertaining to the above caption.

In this regard, please be advised that Mobil Oil Corproation's West Coast Pipe Lines Department maintains several pipelines in the vicinity of the City of Los Angeles propose vacation. These line are more specifically identified as our 24-inch pipeline (M-146), 10-inch pipeline (M-130) both in active service, our 8-inch pipelines (M-18,19 and 20) all of which are in idle service.

Enclosed, please find the corresponding Mobil Drawing Nos. 4-A-2259,2260,1827,1518,279B,281,281A and 281B that depict the general horizontal alignment of our pipelines.

In connection with the above, please reserve for Mobil Oil the rights necessary to maintain and operate our pipelines in their present locations. Additionally, we ask that you provide us with written correspondence as to what rights we will operate under once the vacation has been approved by City Hall.

Should you have any questions, please call me at (310) 493-7228.

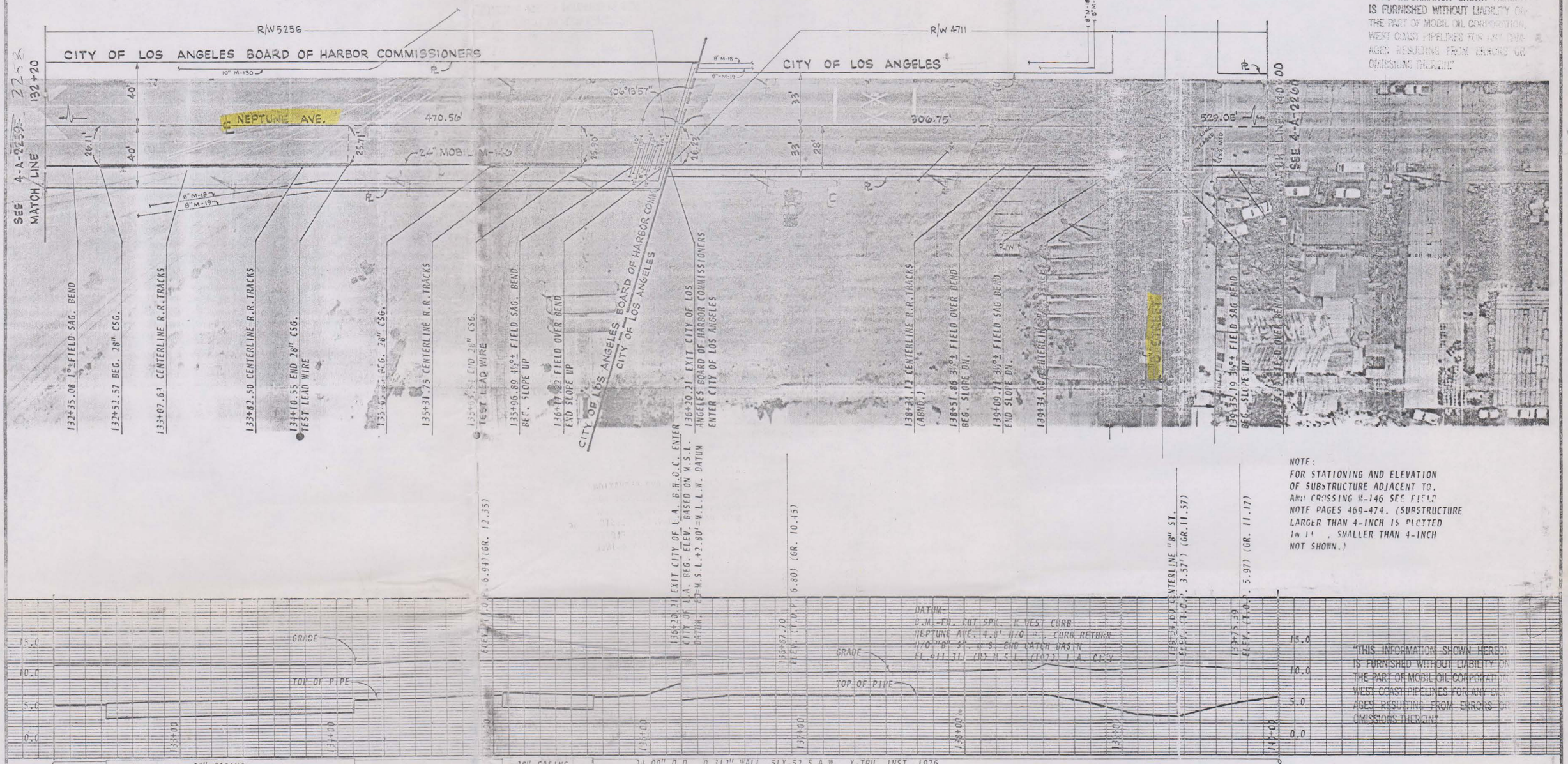
Sincerely,

Ken Robinson, Agent
Right of Way and Claims Dept.

enclosures
kjr151

BACK OF FILE

MAPS & BLUEPRINTS



NOTE:
FOR STATIONING AND ELEVATION OF SUBSTRUCTURE ADJACENT TO, AND CROSSING M-146 SEE FIELD NOTE PAGES 469-474. (SUBSTRUCTURE LARGER THAN 4-INCH IS PLOTTED IN ( ), SMALLER THAN 4-INCH NOT SHOWN.)

"THIS INFORMATION SHOWN HEREON IS FURNISHED WITHOUT LIABILITY ON THE PART OF MOBIL OIL CORPORATION, WEST COAST PIPELINES FOR ANY DAMAGES RESULTING FROM ERRORS OR OMISSIONS THEREIN"

HYDROSTATIC PRESSURE TEST DATA

DATE	SECTION TESTED	TEST PRESSURE	MAXIMUM WORKING PRESSURE	DURATION
8-24-76	86+76 TO 563+50	1200 P.S.I.G.	800 P.S.I.G.	24 HRS.
7-1-86	SWT II-TORR. METERS	490	392	4HRS.

REVISIONS

ADDED PRESS. TEST DATA	4-6-78 D.S.

SYMBOLS
(A)-- ANODES
(R)-- RECTIFIER
(T)-- TEST LEAD WIRE
[ ]-- BAD PIPE OR WELD
D---ACCIDENTAL DAMAGE

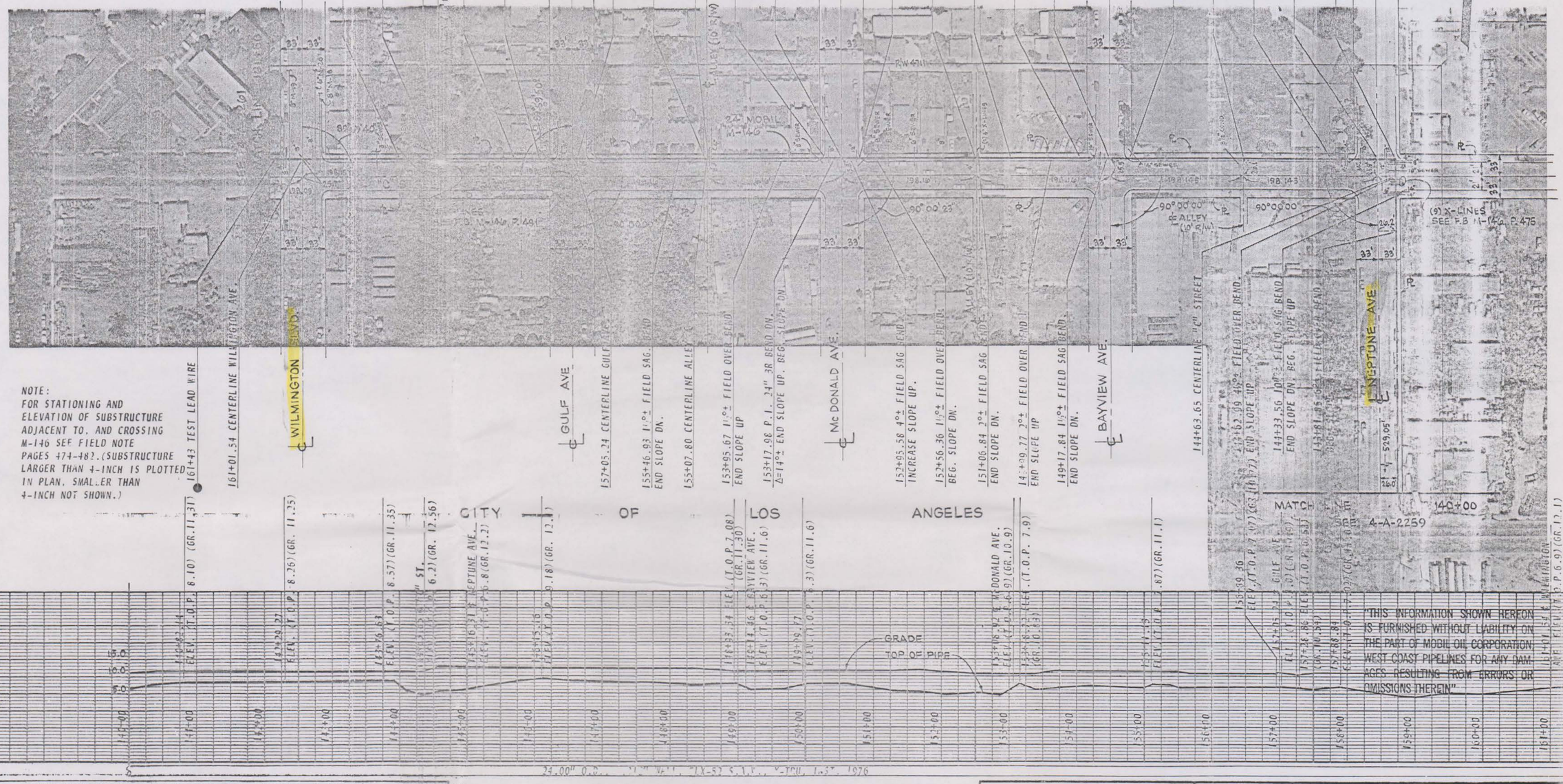
DIA. NO. DATE

NOTE BOOKS

S.W. TERMINAL TO TORRANCE CRUDE OIL PIPELINE

Mobil
WEST COAST PIPELINES
ENGINEERING DEPT. TORRANCE, CA.

DESIGN ENGR. WHW	APPROVED	DATE	DRAWING NO.
DRAWN JCH			4-A-2259
CHECKED GMV 2-1-78			



HYDROSTATIC PRESSURE TEST DATA

DATE	SECTION TESTED	TEST PRESSURE	MAXIMUM WORKING PRESSURE	DURATION
8-24-76	86+76 TO 563+50	1200 P.S.I.G.	800 P.S.I.G.	24 HRS.
7-1-86	SWT II - TORR. METERS	490	392	4 HRS.

146

REVISIONS		
ADDED PRESS. TEST DATA	4-6-90	R.S.
ADDED R/W NO.	5-9-90	JCH

SYMBOLS
(V)-- ANODES
R-- RECTIFIER
(T)--TEST LEAD WIRE
□--BAD PIPE OR WELD
D--ACCIDENTAL DAMAGE

DIA. NO. DATE

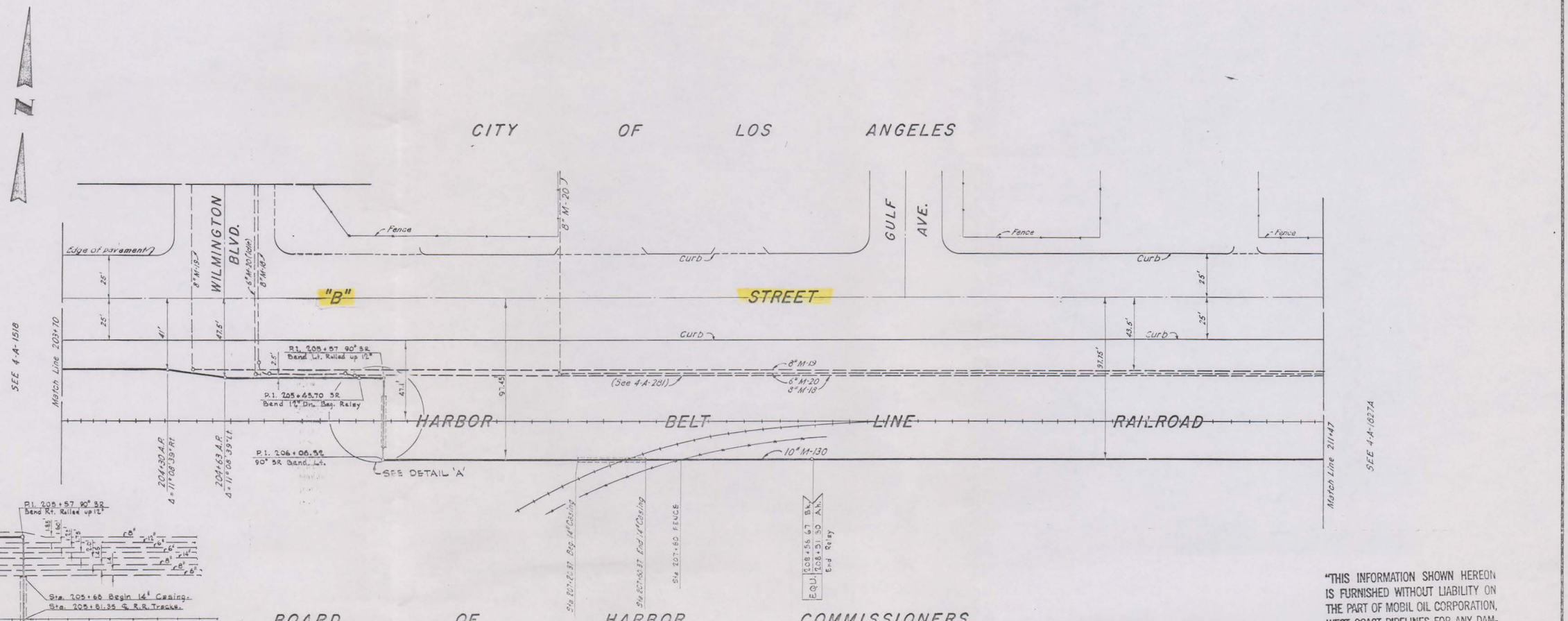
NOTE BOOKS
M-146 PAGES 474-482

S.W. TERMINAL TO TORRANCE CRUDE OIL PIPELINE

Mobil
WEST COAST PIPELINES
ENGINEERING DEPT. TORRANCE, CA.

DESIGN ENGR. WHW	APPROVED	DATE	DRAWING NO.
DRAWN JCH			4-A-2260
CHECKED 9/m 10-12-76			
SCALE HORIZ: 1"=100' VERT: 1"=20'			

CITY OF LOS ANGELES



DETAIL "A"
Scale 1" = 20'-0"

BOARD OF HARBOR COMMISSIONERS

"THIS INFORMATION SHOWN HEREON IS FURNISHED WITHOUT LIABILITY ON THE PART OF MOBIL OIL CORPORATION, WEST COAST PIPELINES FOR ANY DAMAGES RESULTING FROM ERRORS OR OMISSIONS THEREIN."

Somastic Coated
Sta. 203+70 to 211+47.
Sta. 205+43.70 to 208+56.67
10" O.D. x .250" Wall Th'k. X-52
E.W. T-2 Wrap.

M-130

HYDROSTATIC PRESSURE TEST DATA

DATE	SECTION TESTED	TEST PRESSURE	MAXIMUM WORKING PRESSURE	DURATION
10-22-86	228TH+MAIN-SWTI	1200	960	4HRS.

REVISIONS		
ADDED PRESS. TEST DATA	12-23-86	B.S.
Relay 10" 205+43.70 to 208+56.67	5-26-71	J.Sum Perez
	E.R.W.-130	N.A.
Added Casing @ 205+64.55 to 205+94.55	2-2-70	Jan
	P.A. N-130	P. 71

SYMBOLS	
(M)-- ANODES	
R-- RECTIFIER	
○-- RUST HOLE	
□-- BAD PIPE OR WELD	
D--✱ ACCIDENTAL DAMAGE	
DIA. NO.	DATE
NOTE BOOKS	

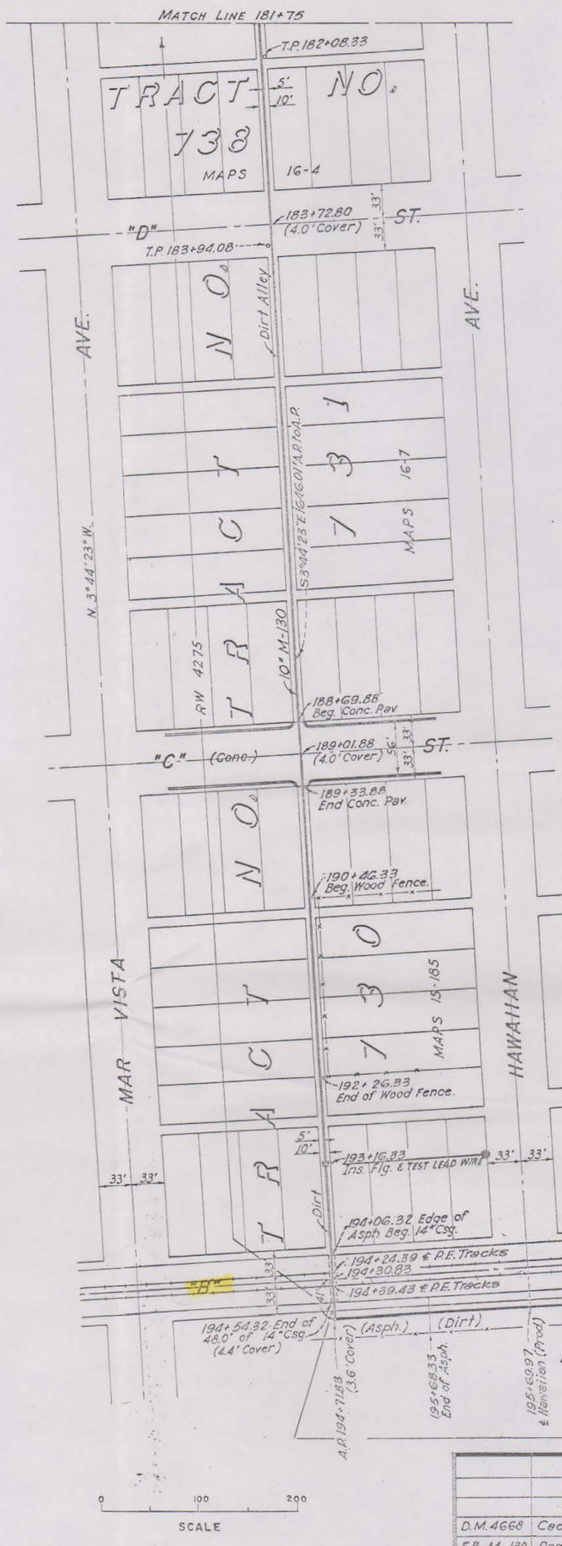
BLACK PRODUCT LINE
SOUTHWEST TERMINAL TO WILMINGTON STATION

MOBIL WEST COAST PIPE LINES
ENGINEERING DEPT. TORRANCE, CA.

DESIGN ENGR.	APPROVED DATE	DRAWING NO.
DRAWN E.D.P.	1-24-66	4-A-1827
CHECKED		
SCALE 1"=40'		

(Redrawn)

SEE 4-A-1517



CITY OF LOS ANGELES

Note: See F.B. M-130 pages 46, 47, 48, 49, for other Pipe Lines in this area.

HYDROSTATIC PRESSURE TEST DATA

DATE	SECTION TESTED	TEST PRESSURE	MAXIMUM WORKING PRESSURE	DURATION
10-22-86	228TH+MAIN-SWT I	1200	960	4HRS.

"THIS INFORMATION SHOWN HEREON IS FURNISHED WITHOUT LIABILITY ON THE PART OF MOBIL OIL CORPORATION, WEST COAST PIPELINES FOR ANY DAMAGES RESULTING FROM ERRORS OR OMISSIONS THEREIN."

SOMASTIC COATED
Sta. 181+75 to 203+70

M-130

REFERENCES		REVISIONS		
		ADDED PRESS. TEST	A-24-86	R.S.
		TEST LEAD WIRE ADDED @ STA. 193+16. F.B. M-130, p. 33	A-29-78	L.G.
D.M. 4668	Cadastral Map. City of Los Angeles.	Revised March Line To Sta. 203+70.	E.D.P.	7/8/56
F.B. M-130	Pages 46, 47, 48, 49,	Chg. line No M-18 to M-130 F.B. M-130 Pg. 32	W.F.Y.	8-1-56

MOB

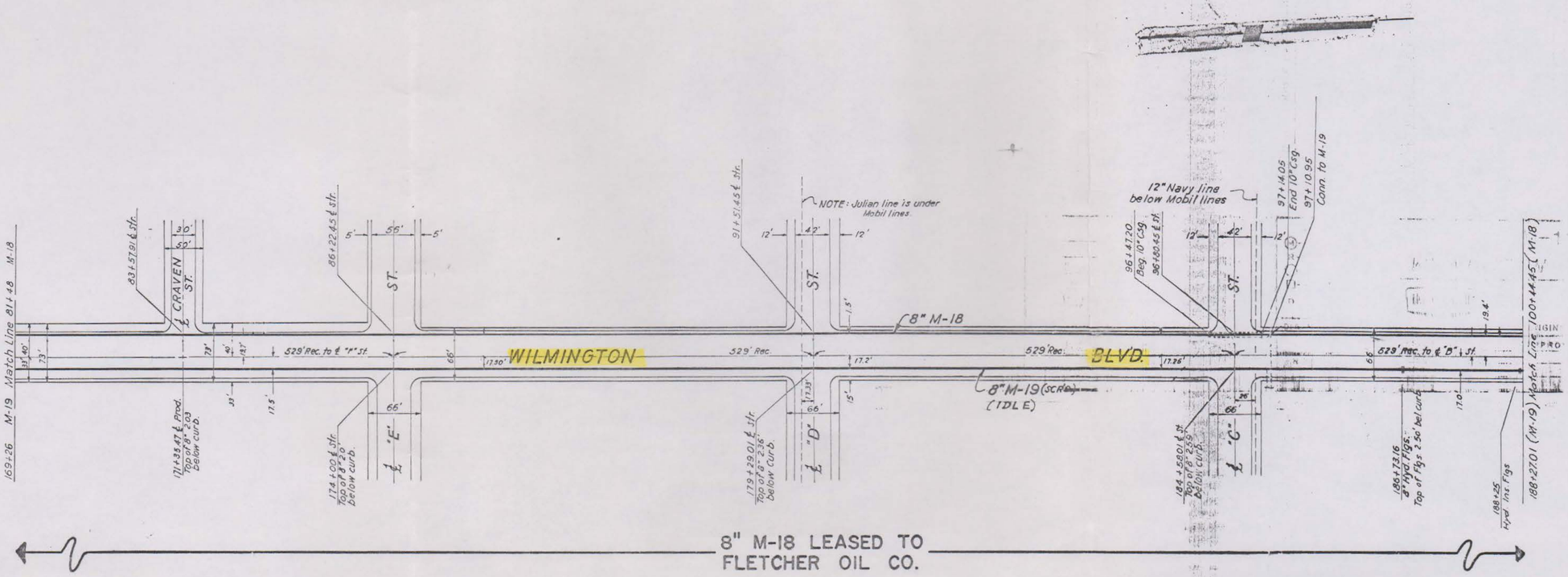
WEST COAST PIPE LINES

BLACK PRODUCT LINE
WILMINGTON STA. TO M-18 & M-19
AT S. SIDE LA CHANNEL CROSSING
TORRANCE, CA.

ENGINEERING

SCALE	1" = 100'
DRAWN	J.C. Marting
CHECKED	
DATE	April 11, 1951
APPR'D	
NO.	4-A-1518

SEE 4A-279 A



SEE 4A-281

8" M-18 LEASED TO FLETCHER OIL CO.

"THIS INFORMATION SHOWN HEREON IS FURNISHED WITHOUT LIABILITY ON THE PART OF MOBIL OIL CORPORATION, WEST COAST PIPELINES FOR ANY DAMAGES RESULTING FROM ERRORS OR OMISSIONS THEREIN."

REVISIONS	
REVISED TITLE BLOCK	3/16/68 MP
ADDED 'IDLE' TO M-19.	9-DRAFTING DEPT. 9-DRAFTING DEPT.
ADDED FLETCHER LEASE	7-13-84 G.D.O. PER M-20 P.2
REMOVED M-20 SOLD TO FLETCHER OIL	7/5/84 G.D.O.
REMOVED VALVES & VALVE BOX AT SWC OF "C" ST. & WILMINGTON BL/CUT & CAPPED 8" CRUDE LINE	8-7-79 L.O.M. 18 M-19 P. 138
REMOVED M-18 & M-19 CONNECTION TO 12" NAVY LINE S/O "C" STREET	10-30-78 A.D. P.B. M-18 P. 138
Rev. Match Line Sta. To Agree With #A-281	6-18-74 E.V. CP 26 Pg 26.6
Removed Insulated Flange at Sta. 100+40 Line M-18	2-19-68 J.O.T. P.B. M-18 P. 89

SYMBOLS
(M)-- ANODES
R-- RECTIFIER
○-- RUST HOLE
□-- BAD PIPE OR WELD
D--> ACCIDENTAL DAMAGE

DIA. NO. DATE

NOTE BOOKS

M-19 IDLE
WILMINGTON TO S.W. TERMINAL

Mobil
WEST COAST PIPELINES
ENGINEERING DEPT. TORRANCE, CA.

DESIGN ENGR.	APPROVED DATE	DRAWING NO.
DRAWN D.W. Pierce	2-14-66	4-A-279 B
CHECKED		
SCALE 1"=100'		

See 4A-279-B

188+27.01 (M-19) Match Line 100+44.45 (M-18)

Power Pole # 47598M

100+78.15 Anode Cable Wire See Detail "A"

CITY OF LOS ANGELES

8" M-18 LEASED TO FLETCHER OIL CO.

WILMINGTON BLVD.

GULF AVE.

"B" STREET

8" M-19 (IDLE)

8" M-18

189+87.01 ℄ St.

102+09.45 ℄ St.

M-19 190+12 W. V. A. CITY ENT. B.H.C.O.

M-18 102+34 W. V. A. CITY ENT. B.H.C.O.

190+30.51 P.I. Δ = 90° Lt.

102+16.95 B.C. R = 122'

10" M-130 (ACTIVE)

M-18 Curve Data Δ = 90° R = 5' L = 3.49' T = 6'

5' Cover 196+54.08 P.I. Δ = 89°35'42" Lt.

HARBOR BELT LINE RAILROAD

10" M-130 See Dwg # A-1827 (ACTIVE)

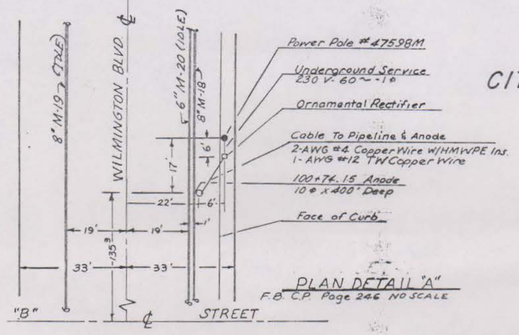
102+56.38 E.C.

103+01.69 P.I. Δ = 48°38'10" Rt. R = 200.00' T = 91.38' L = 169.70'

STA. 103+30.63 Bk. = EQU. 191+16.51 Ah.

196+39 (M-18) Match Line See Dwg # A-281A

196+31 (M-19)



PLAN DETAIL "A"
F.B. C.P. Page 246 NO SCALE

CITY OF LOS ANGELES BOARD OF HARBOR COMMISSIONERS

"THIS INFORMATION SHOWN HEREON IS FURNISHED WITHOUT LIABILITY ON THE PART OF MOBIL OIL CORPORATION, WEST COAST PIPELINES FOR ANY DAMAGES RESULTING FROM ERRORS OR OMISSIONS THEREIN."

STA. 103+30.63 Bk. = (M-18)
EQU. 191+16.51 Ah.

M-20 - STA. 195+54 TO 196+55
SOLD TO FLETCHER OIL CO.
4-28-75

REVISIONS		
REVISED TITLE BLOCK	3-17-88	MV
ADDED 'IDLE' TO M-19.	7-15-75	L.S. FLYNN
ADDED FLETCHER LEASE	7-15-75	L.S. FLYNN
REMOVED M-20. SOLD TO FLETCHER OIL	7-2-75	L.S.
Added Anode & Rectifier Site	11-20-67	F.K.

SYMBOLS
(M)-- ANODES
R-- RECTIFIER
○-- RUST HOLE
□-- BAD PIPE OR WELD
D--▶ ACCIDENTAL DAMAGE

DIA. NO. DATE

NOTE BOOKS

M-19, M-20 IDLE
WILMINGTON STA. TO S.W.T.

Mobil

Mobil
WEST COAST PIPELINES
ENGINEERING DEPT. TORRANCE, CA.

DESIGN ENGR.	APPROVED	DATE	DRAWING NO.
DRAWN G.T. Keymer		9-23-65	4-A-281
CHECKED			

N

CITY OF LOS ANGELES

McDONALD AVE.

BAYVIEW AVE.

Fence 2

Fence 2

"B" STREET

196+31 (M-19)

See Dwg. 4-A-281 Match Line 196+58 (M-18)

25'

25'

43.5'

(IDLE) 8" M-19

8" M-18

317.5'

10" M-130 2 (ACTIVE)
See Dwg. 4-A-1827A

HARBOR BELT LINE RAILROAD COMMISSIONERS

CITY OF LOS ANGELES BOARD OF HARBOR

199+99.72 BEGIN NEW 8" SAME LOCATION

203+83 (M-19)

See Dwg. 4-A-281B Match Line 203+50 (M-18)

25'

25'

43.5'

8" M-18 LEASED TO FLETCHER OIL CO.

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Sta. 199+99.72 to 208+01.06, 8" M-18
.219" Wall thickness, T-2 Wrap.

M-20 - STA. 196+55 TO 203+47
SOLD TO FLETCHER OIL CO.
4-28-75

REVISIONS	
REVISED TITLE BLOCK	3-16-81 M.D.
ADDED 'IDLE' TO M-19	9-19-84 S.F.N. F.B. 8M-M-19
ADDED FLETCHER LEASE	7-18-84 G.D.D. F.B. M-18 P.129
REMOVED M-20. SOLD TO FLETCHER OIL	7-2-75 L.S. F.B. M-130 P. 162
Renewed 8" M-18 Sta. 199+99.72 to 208+01.06.	5-27-71 J. Rose F.B. M-18 P.98

SYMBOLS
(M)-- ANODES
R-- RECTIFIER
○-- RUST HOLE
□-- BAD PIPE OR WELD
D-→ACCIDENTAL DAMAGE

DIA. NO. DATE

NOTE BOOKS

M-19 IDLE
WILMINGTON TO S.W. TERMINAL

Mobil
WEST COAST PIPELINES
ENGINEERING DEPT. TORRANCE, CA.

DESIGN ENGR.	APPROVED DATE	DRAWING NO.
DRAWN G.T. Keymer	9-23-65	4-A-281A
CHECKED		
SCALE 1"=40'		

Redrawn

CITY OF LOS ANGELES BOARD OF HARBOR COMMISSIONERS

N

NEPTUNE AVENUE

Edge of Blacktop

205+58.05 P.I. Δ=90° (M-18)
205+97.05 P.I. Δ=90° (M-19)

210+37.48 End 12"Csg. 2.01' Cover (M-18)
210+13.31 ℄ St (M-19)
210+83.21 End 12"Csg (M-18)
210+61.51 ℄ St (M-18)
209+77.36 Beg. 12"Csg (M-18)
210+25.87 Beg. 12"Csg (M-18)

8" M-18 LEASED TO FLETCHER OIL CO.
END OF LEASED PIPE
208+02.64

See Detail 2 DWG. D&A-3005

210+22.60 CUT & CAPPED

STA. 208+50.01 BK.= (M-19)
EQU. 209+79.91 AH.

6" M-130A (ACTIVE)

10" M-130 (ACTIVE)

10" M-130 (ABAND)

Fence

10" M-130 (ACTIVE) See Dwg. 1-A-1627 B

RAILROAD LINE

HARBOR BELT LINE RAILROAD

8" M-18 (IDLE)

8" M-19 (IDLE)

STREET

"B"

25' 25' 43.5'

203+83 (M-19) Match Line 203+50 (M-18)
See Dwg. 4-A-281 A

Match Line 213+10 (M-19)
See Dwg. 4-A-281 C

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M-20 - STA. 203+47 TO 213+63
SOLD TO FLETCHER OIL CO.
4-28-75

REMOVED DETAIL "B" 6-8-88 T.V.

TEST DATA			
DATE	SECTION	TEST PRESSURE	LENGTH OF TEST
5-7-70	M-18-199+99.72 to 208+01.06	1910 P.S.I.	24 Hrs.

REVISIONS	
REVISED TITLE BLOCK	9/16/86 MB
ADDED RELOCATION NOTE	10-26-87 T.V.
ADDED 'IDLE' TO M-18 & -19	9-9-88 T.V.
ABAND 8" M-18. ADD 6" LINE	9-11-89 T.V.
ADDED FLETCHER LEASE	7-18-94 G.D.O.
GENERAL REV.	7-6-84 G.D.O.
CUT & CAP 2.50' OF M-18	9-77 RR
REMOVED M-20 SOLD TO FLETCHER OIL CO.	7-2-75 L.J. F.B. M-20, P. 62
Renewed 8" M-18 same location Sta. 199+99.72 to 208+01.06	2-2-71 V. Hance F.B. M-18A, 98

SYMBOLS
(M)-- ANODES
R-- RECTIFIER
◯-- RUST HOLE
□-- BAD PIPE OR WELD
D--→ ACCIDENTAL DAMAGE

DIA. NO.	DATE

NOTE BOOKS

M-18, M-19 IDLE
WILMINGTON TO S.W. TERMINAL

Mobil
WEST COAST PIPELINES
ENGINEERING DEPT. TORRANCE, CA.

DESIGN ENGR.	APPROVED	DATE
DRAWN G.T. Keymer		9-23-65
CHECKED		
SCALE 1"=40'		

DRAWING NO. 4-A-281 B