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February 28, 2020

Los Angeles City Council
c/o Office of the City Clerk
City Hall, Room 395
Los Angeles, California 90012

Attention: PLUM Committee

Dear Honorable Members:

APPEAL OF CASE NO. CPC-2018-7329-GPAJ-ZCJ-SPR, FOR PROPERTY LOCATED AT 1424 NORTH DEEPWATER AVENUE; CF 20-0033

On December 18, 2019, the City Planning Commission approved a General Plan Amendment, Zone Change, and Site Plan Review for the construction, use, and maintenance of a 3-story, 36-foot tall, 51,202 square-foot senior affordable supportive housing project comprised of 56 dwelling units (100 percent restricted to Very Low Income households exclusive of one manager's unit), with on-site supportive services. The City Planning Commission determined that after consideration of the whole of the administrative record including the Mitigated Negative Declaration (MND) (Case No. ENV-2018-7330-MND), there was no substantial evidence that the project will have a significant effect on the environment and adopted the MND and the Mitigation Monitoring Program prepared for the MND. The City Planning Commission also determined that the project was Statutorily Exempt from the California Environmental Quality Act ("CEQA") pursuant to Assembly Bill ("AB") 1197.

On January 3, 2020, an appeal was filed by an aggrieved party (Lupe and Eddie Lopez). Below is a summary of the appeal points with a staff response to each point.

Appeal Point No. 1: The City did not consider the DOGGR letter that recommends against building over oil wells. The City is required to consider all substantial evidence, including the DOGGR letter, testimony from the neighborhood council and stakeholders. The Determination Letter does not address future measures that would be taken in case of leakage.

Staff Response: As provided in the Staff Recommendation Report to City Planning Commission dated December 12, 2019 ("Staff Report"), the existing site contains seven (7) oil wells that were plugged and abandoned in the 1990s; one (1) of the wells will require re-abandonment to meet current standards per California Department of Conservation, Division of Oil, Gas and Geothermal Resources ("DOGGR") records and Construction Site Well Review dated August 19, 2019 and revised on September 18, 2019 (see Staff Report Exhibit F for MND Appendix C). The appellant contends that DOGGR prohibits building over oil wells, however the DOGGR Construction Site Well Review Letter clearly states:

> *As indicated in PRC § 3106, the Division has jurisdictional authority over the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells, and attendant facilities, to prevent, as far as possible, damage to life, health, property, and natural resources, damage to underground oil, gas, and geothermal deposits, and damage to underground and surface waters suitable for irrigation or domestic purposes. In addition to the Division's authority to order work on wells pursuant to PRC §§ 3208.1 and 3224, it has authority to issue civil and criminal penalties under PRC §§ 3236, 3236.5, and 3359 for violations within the Division's jurisdictional authority.* ***The Division does not regulate grading, excavations, or other land use issues.*** **[emphasis added]**

DOGGR does not regulate grading, excavations, or other land use issues. Construction and grading activities are under the authority of the local permitting agency and local building regulations, in this instance the Department of Building and Safety ("LADBS") and Los Angeles Municipal Code ("LAMC"). Neither LADBS nor the LAMC prohibit constructing over oil wells.

A Memorandum on Proposed and Anticipated Oil Well and Methane Mitigation Measures was prepared for the proposed project by Carlin Environmental Consulting, Inc. dated August 21, 2019 (see Staff Report Exhibit F for MND Appendix D). According to the memorandum, the applicant will bring all oil wells into compliance and design with DOGGR requirements, permit (plan check), inspect, and certify methane mitigation measures beneath the proposed building in accordance with LADBS requirements. The documents were reviewed by the Petroleum Administrator with the Department of Public Works, who confirmed the findings in correspondence dated September 16, 2019 and September 19, 2019. With imposition of the mitigation measures in Condition Nos. 28 through 34 including but not limited to a methane mitigation system, passive system, subsurface methane investigation, and leak testing and ventilation and protection of oil wells, the project will be designed to protect the health and safety of all future inhabitants. Therefore, the City Planning Commission did not err or abuse in its discretion in approving the project.

Appeal Point No. 2: PRC 21080.27(a)(3) does not apply to being exempt from CEQA. It states: "This division does not apply to any activity approved by or carried out by the City of Los Angeles in furtherance of providing emergency shelters or supportive housing in the City of Los Angeles". The Determination Letter does not state the applicable funding method for the project, which is required under PRC 21080.27(a)(3). The funding sources should be determined prior to approval.

Staff Response: The City Planning Commission found that the project is a Supportive Housing Project that meets all of the requirements of Assembly Bill ("AB") 1197 provided in Public Resources Code ("PRC") Section 21080.27(a)(3), and is therefore statutorily exempt from the California Environmental Quality Act ("CEQA") pursuant to PRC Section 21080.27(b)(1). PRC Section 21080, Division 13 is titled "Environmental Quality" and contains the requirements of the California Environmental Quality Act. PRC Section 21080.27(b)(1) states that:

> *(b) (1) This division does not apply to any activity approved by or carried out by the City of Los Angeles in furtherance of providing emergency shelters or supportive housing in the City of Los Angeles.*

In order for a project to qualify for the statutory exemption from CEQA under PRC Section 21080.27(b)(1), the applicant must demonstrate that the project qualifies as a supportive housing project under PRC Section 21080.27(a)(3), which requires that the supportive housing project is funded, in whole or in part, by any of the following: The No Place Like Home Program, The Building Homes and Jobs Trust Fund, County of Los Angeles Measure H funds, City of Los Angeles Measure HHH funds, or City of Los Angeles Housing Impact Trust Fund.

As provided in the Finding No. 14-b of the Staff Report, the applicant has submitted a letter of funding commitment from the Los Angeles Housing and Community Investment Department ("HCIDLA") dated October 22, 2018, demonstrating that the project will receive funds from the Proposition HHH Permanent Supportive Housing Loan Program. The funding commitment letter is provided in Exhibit G of the Staff Report. Therefore, the City Planning Commission did not err or abuse in its discretion in approving the project.

Appeal Point No. 3: The project encroaches on, is not in character with, and does not protect single-family neighborhoods. The project is out of scale and is 1 story higher and exceeds current height limitations. The project is not consistent with the policies identified in the Determination Letter. The footnote exemption from the RD1.5 provisions is not in the best interest of stakeholders. The project will erode privacy of surrounding residents. Half of the project residents will be able to peer down into neighbors homes.

Staff Response: As provided in the Staff Report, the project will serve as a buffer between the single-family residential neighborhood on the north and the commercial uses to the south. Although the project proposes a density, height, and massing that exceeds the development pattern of the single-family residential neighborhood to the north, the project will be at a lower density and height than what would be allowed on the commercial properties to the south. As mentioned, the project proposes 56 dwelling units, at the rate of one dwelling unit per 1,000 square feet of lot area, and is lower than the density allowed on the commercial properties to the south which is one dwelling per 1,500 square feet of lot area. Similarly, the project proposes a 36-foot tall building, which will serve as a transition between the commercial properties to the south which are allowed a 45-foot building height limit.

The project also provides substantial setbacks from the northerly and easterly property lines to serve as a buffer from neighboring uses. As shown in Exhibit "A", the project provides a 32-foot northerly setback to provide a 24-foot wide driveway with landscaping in the form of Italian cypress trees to serve as a buffer and screen the project from the adjacent single-family residential buildings to the north. The adjoining property to the north is an 11-foot wide strip of vacant land that is under separate ownership. Therefore, in combination with the 32-foot setback and adjacent 11-foot wide strip of land, the proposed building will be 43 feet away from the nearest single-family residential buildings to the north. The proposed building will also be set back approximately 86 feet from the Eubank Avenue street frontage, and will be screened with landscaping and the open space amenity along Eubank Avenue. The project plans include a section diagram showing that the project's setbacks and landscaping will minimize any direct sight lines into neighboring properties (see Staff Report, Exhibit A, Sheet A-12).

Lastly, the requested height increase is consistent with and does not exceed the 11-foot height increase allowed under Density Bonus in accordance with LAMC Section 12.22 A.25. The adjoining property to the south is zoned [Q]C2-1VL-O-CUGU which permits a building height of 45 feet. Therefore, the proposed 36-foot tall building will serve as a buffer between the single-family neighborhood to the north and commercial zone to the south that is allowed to develop to a height of 45 feet, and is not incompatible with the adjacent allowable building heights. Therefore, the City Planning Commission did not err or abuse in its discretion in approving the project.

Appeal Point No. 4: The Determination Letter does not cite the reason for the parking reduction from 85 spaces to 19 spaces. The typical reduction for low income housing is 0.5 parking space per dwelling unit excluding manager's unit.

Staff Response: As provided in the Staff Report, in accordance with Measure JJJ and LAMC Section 11.5.11(e), the Applicant has requested a Developer's Incentive to provide 19 parking spaces in lieu of the 85 parking spaces otherwise required by LAMC Section 12.21 A.4.

The proposed 19 parking spaces is consistent with the parking provisions of Assembly Bill ("AB") 744 and California Government Section 65915(p)(2). AB 744 permits reduced parking for 100 percent affordable housing projects at a ratio of 0.3 parking space per dwelling unit for special needs having either paratransit service or unobstructed access within ½ mile to fixed bus route service that operates at least 8 times a day. The project is within close proximity to the Torrance Bus Lines 3 and R3, LADOT DASH Wilmington Bus Line, and Metro Bus Line 246. For the 56 dwelling units proposed, a total of 17 parking spaces are required by AB 744. The applicant is proposing 19 parking spaces, and is therefore consistent with the parking requirements of AB 744. Therefore, the City Planning Commission did not err or abuse in its discretion in approving the project.

Appeal Point No. 6: The project is strictly for low income housing and is not affordable housing. The Determination Letter should differentiate between "affordable", "low income", "permanent supportive" housing. The requirement for 25 percent of units being restricted to the target population conflicts with the condition that all units be reserved for seniors. Supportive housing definition of a senior is 55 years old, but the retirement age for social security benefits is 66 years old. It is not fair to the taxpayer to have to support someone when they are of working age. There are 4 other 100% low income housing projects in Wilmington. This will flood the community with low income housing.

Staff Response: The project is an affordable housing project with supportive housing units and services that are reserved for seniors. Out of the total 56 units, 100 percent will be restricted to Very Low Income households (exclusive of one manager's unit) and will reserved for seniors. California Health and Safety Code Section 50053 defines "affordable" to include "extremely low income households", "very low income households", "lower income households", and "moderate-income households". The project meets the requirements of AB 1197 and 2162 as a supportive housing project as provided in the Staff Report. With the exception of the manager's unit, all dwelling units on-site will be restricted to Very Low Income households (see Staff Report Condition 2a, 3, and 5), seniors (Condition 2c), and require supportive services (Condition 2c). The project is consistent with the state and city policies and programs intended to increase the production of affordable housing. Therefore, the City Planning Commission did not err or abuse in its discretion in approving the project.

Appeal Point No. 7: The project will affect traffic and delay emergency service access. The MND does not address how heavy freight traffic will affect emergency services. There would be no way for an ambulance or fire truck to get to the site location.

Staff Response: The project proposes the construction of 56 new residential dwelling units on a site that is currently undeveloped. The project was reviewed by the Los Angeles Department of Transportation ("LADOT") which confirmed that the project does not exceed the LADOT thresholds to require a traffic analysis (see Staff Report Exhibit F for MND Appendix F). However, in response to public comments concerning traffic, the applicant submitted to the City Planning Commission a Site Access Easement (prepared by Linscott Law & Greenspan dated December 2, 2019) indicating that vehicle ingress and egress would operate at good Levels of Service; that motorists turning left into the Project Site from northbound Eubank Avenue would on average experience a delay of approximately eight seconds; that the relatively limited delay and highly infrequent occurrence of left-turns into the project site would result in nearly no vehicle queues on Eubank Avenue; and the Project-related traffic will not have any adverse effect to traffic flow to

Eubank Avenue including during the weekday AM and PM commuter peak hours. The appellant has not submitted substantial evidence demonstrating that the project will cause a significant impact to transportation or public services. Therefore, the City Planning Commission did not err or abuse in its discretion in approving the project.

Appeal Point No. 8: The Determination Letter and MND states the driveway is located along the northern property line, which conflicts with the site plan showing it is along the eastern property line. A driveway along the northern property line would require creating a new right-of-way and impede on private property.

Staff Response: As provided in the Staff Report, the project proposes a 26-foot wide drive aisle that enters from Eubank Avenue and runs along the northern property line of the site. No access is proposed or permitted from the residential cul-de-sacs to the north along Deepwater Avenue or Seagrove Avenue. This is also enforced in Condition No. 9 of the Staff Report.

Conclusion
Therefore, upon careful consideration of the appellants' points, the appellants have not presented substantial evidence that the City has erred or abused it in its discretion in approving the project. The appellants have raised no new information to dispute the Findings of the CPC's actions on this matter.

Planning Staff recommends the PLUM Committee deny the appeal, and sustain the City Planning Commission's action in approving Case No. CPC-2018-7329-GPAJ-ZCJ-SPR.

Sincerely,

VINCENT P. BERTONI, AICP
Director of Planning

MICHELLE SINGH
Senior City Planner

VPB:FR:MS:CC

Enclosures:
Attachment 1: Staff Recommendation Report to City Planning Commission dated December 12, 2019
Attachment 2: Site Access Easement memorandum prepared by Linscott Law & Greenspan dated December 2, 2019

20-0033

ATTACHMENT 1

STAFF RECOMMENDATION REPORT

TO CITY PLANNING COMMISSION

DECEMBER 12, 2019

CPC-2018-7329-GPAJ-ZCJ-SPR

DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: December 12, 2019
Time: after 8:30 a.m.
Place: Los Angeles City Hall
Council Chambers
200 North Spring Street, Room 340
Los Angeles, CA 90012

Public Hearing: November 8, 2019
Appeal Status: General Plan Amendment is not appealable. Zone Change is appealable only by the applicant to City Council if disapproved in whole or in part. Site Plan Review is appealable to the City Council by any party
Expiration Date: February 3, 2020
Multiple Approval Yes

Case No.: CPC-2018-7329-GPAJ-ZCJ-SPR
CEQA No.: ENV-2018-7330-MND
Incidental Cases: None
Related Cases: None
Council No.: 15 – Buscaino
Plan Area: Wilmington – Harbor City
Specific Plan: None
Certified NC: Wilmington

Existing GPLU: Low Residential
Proposed GPLU: General Commercial
Existing Zone: R1-1XL-O-CUGU
Proposed Zone: C2-1XL-O-CUGU

Applicant: LINC Community Development Corporation
Representative: Warren Resources of California, Inc.

PROJECT LOCATION: **1424 North Deepwater Avenue**
(legally described as Lot PT VIII, Block 111 AC, Tract NEW SAN PEDRO)

PROPOSED PROJECT: The project is the construction, use, and maintenance of a 3-story, 36-foot tall, 51,202 square-foot senior affordable supportive housing project comprised of 56 dwelling units (100% restricted to Very Low Income households exclusive of one manager's unit), with on-site supportive services. The project will provide 19 parking spaces at grade level, and will provide 48 long-term and 5 short-term bicycle parking spaces. The project will have a Floor Area Ratio ("FAR") of 0.92:1. The project will involve the grading of approximately 2,750 cubic yards of soil, the removal of one (1) non-protected tree within the dedicated right-of-way area, and the re-abandonment of one (1) existing oil well. The site is currently vacant.

REQUESTED ACTION:

1. Pursuant to California Environmental Quality Act ("CEQA") Guidelines Section 15074(b), consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2018-7330-MND ("Mitigated Negative Declaration"), all comments received, that there is no substantial evidence that the project will have a significant effect on the environment; FIND the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; and ADOPT the Mitigated Negative Declaration.

2. Pursuant to Public Resources Code ("PRC") Section 21080.27, that the project is a supportive housing project that meets all of the requirements of PRC Section 21080.27(a)(3).

3. Pursuant to PRC Section 21080.27(b)(1), based on the whole of the record, that the supportive housing project is Statutorily Exempt from CEQA.

4. Pursuant to Charter Section 555 and Los Angeles Municipal Code ("LAMC") Section 11.5.6, a General Plan Amendment to the Wilmington – Harbor City Community Plan to re-designate the land use of the Project Site from Low Residential to General Commercial; and to be excluded and exempted from the provisions of Footnote No. 7 to no longer be restricted to the RD1.5 use and area provisions.

5. Pursuant to LAMC Section 12.32 Q and F, a Zone Change from R1-1XL-O-CUGU to C2-1XL-O-CUGU, and pursuant to LAMC Section 11.5.11(e), two (2) Developer Incentives to permit:

    a. A reduction of parking to permit 19 parking spaces in lieu of the 85 spaces otherwise required by LAMC Section 12.21 A.4.

    b. An increase in building height to permit a 36-foot building height in lieu of the maximum 30-foot height limit otherwise permitted in Height District No. 1XL, and in lieu of the maximum 25-foot building height within 49 feet and maximum 33-foot building height within 99 feet of an RW1 or more restrictive zone per transitional height requirements of LAMC Section 12.21.1 A.10.

6. Pursuant to LAMC Section 16.05, a Site Plan Review for a development project which creates, or results in an increase of, 50 or more dwelling units.

RECOMMENDED ACTIONS:

1. **Find**, pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, No. ENV-2018-7330-MND ("Mitigated Negative Declaration"), and all comments received, there is no substantial evidence that the project will have a significant effect on the environment; **Find** the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; and **Adopt** the Mitigated Negative Declaration.

2. **Find**, pursuant to PRC Section 21080.27, that the project is a supportive housing project that meets all of the requirements of PRC Section 21080.27(a)(3).

3. **Find**, pursuant to PRC Section 21080.27(b)(1), based on the whole of the record, that the supportive housing project is Statutorily Exempt from CEQA.

4. **Approve** and **Recommend** a **General Plan Amendment** to the Wilmington – Harbor City Community Plan to:

    a. Re-designate the land use of the Project Site from Low Residential to General Commercial; and

    b. To be excluded and exempted from the provisions of Footnote No. 7 to no longer be restricted to the RD1.5 use and area provisions.

5. **Approve** and **Recommend** that the City Council adopt a **Zone Change** from R1-1XL-O-CUGU to (T)[Q]C2-1XL-O-CUGU and pursuant to LAMC Section 11.5.11(e), two (2) **Developer Incentives** to permit:

    a. A reduction of parking to permit 19 parking spaces in lieu of the 85 spaces otherwise required by LAMC Section 12.21 A.4; and

b. An increase in building height to permit a 36-foot building height in lieu of the maximum 30-foot height limit otherwise permitted in Height District No. 1XL, and in lieu of the maximum 25-foot building height within 49 feet and maximum 33-foot building height within 99 feet of an RW1 or more restrictive zone per transitional height requirements of LAMC Section 12.21.1 A.10.

6. **Approve** a **Site Plan Review** for a development project which creates, or results in an increase of, 50 or more dwelling units.

VINCENT P. BERTONI, AICP
Director of Planning

Faisal Roble, Principal City Planner

Michelle Singh, Senior City Planner

Connie Chauv, City Planner
Telephone: (213) 978-0016

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 273, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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Exhibits:

Exhibit A – Project Plans

Exhibit B – Maps, ZIMAS Profile Report, Aerial Map

Exhibit C – Site Photos

Exhibit D – Agency Correspondence

Exhibit E – Public Correspondence

Exhibit F – Mitigated Negative Declaration

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PROJECT ANALYSIS

PROJECT SUMMARY

The project is the construction, use, and maintenance of a 3-story, 36-foot tall, 51,202 square-foot affordable housing project comprised of 56 dwelling units (100% restricted to Very Low Income households exclusive of one manager's unit), with on-site supportive services. The project will provide 19 parking spaces at grade level, and will provide 48 long-term and 5 short-term bicycle parking spaces. The project will have a Floor Area Ratio ("FAR") of 0.92:1. The project will involve the grading of approximately 2,750 cubic yards of soil, the removal of one (1) non-protected tree within the dedicated right-of-way area, and the re-abandonment of one (1) existing oil well. The site is currently vacant.

BACKGROUND

Subject Property

The subject site is a level, rectangular-shaped, approximately 56,060 square-foot lot located to the northwest of the intersection of Eubank Avenue and Pacific Coast Highway in the Wilmington – Harbor City Community Plan. The site has a frontage of approximately 98 feet along the west side of Eubank Avenue, and a lot depth of approximately 570 feet. The site is currently vacant, and has not been previously developed per building permit records.

The subject site is designated by the Wilmington – Harbor City Community Plan for Low Residential land uses and zoned R1-1XL-O-CUGU. The site is also subject to the Clean Up Green Up Supplemental Use District (Ordinance No. 184,246 and Zoning Information "ZI" File No. Z1-2458), the Modifications to Single Family Zones and Single Family Zone Hillside Area Regulations (Ordinance No. 184,802 and ZI File No. ZI-2462), and Department of Conservation, Division of Oil, Gas and Geothermal Resources Clearance (ZI-1195). The site is located within an Active Park Zone (500 feet of Wilmington Senior Citizen Center and Banning Recreation Center), a Methane Zone, and approximately 3.72 kilometers of the Palos Verdes Fault Zone. The site is not within a designated hillside, airport hazard, coastal zone, farmland, fire hazard severity zone, hazardous waste site, special grading area, landslide, liquefaction, fault rupture, or tsunami inundation zone.

Per California Department of Conservation, Division of Oil, Gas and Geothermal Resources ("DOGGR") records, the site contains seven (7) oil wells that were plugged and abandoned in the 1990s; one (1) of the wells will require re-abandonment to meet current standards. The site was previously cited for on-site trailers being used as habitable buildings, storage of motor homes, trailers, cars and equipment. City Planning records indicate the site received previous entitlements to operate as an oil drilling facility between the 1950s and 1970s (see Relevant Cases and Permits).

Zoning and Land Use Designation

The site is located within the Wilmington – Harbor City Community Plan. The site is currently designated for Low Residential land uses, and is zoned R1-1XL-O-CUGU with Height District No. 1XL. The existing R1 zone permits development with a density of 1 dwelling unit per 5,000 square feet of lot area, for a total permitted density of 11 dwelling units. Height District No. 1XL permits a building height of 30 feet and Floor Area Ratio of 3:1.

The applicant has requested a General Plan Amendment and Zone Change to General Commercial land use and C2-1XL-O-CUGU zone to allow the proposed project. The Community Plan also contains a Footnote No. 7 which restricts General Commercial land uses to "the use and area provisions of the RD1.5 zone". Under the General Plan Amendment, the applicant has requested to be excluded and exempted from the provisions of Footnote No. 7 so that the project is no longer restricted to the RD1.5 use and area provisions. The proposed zone and Footnote exemption would allow residential development at a rate of one dwelling unit per 400 square feet of lot area, for a maximum of 140 dwelling units on-site, with the proposed zoning and land use designations.

As permitted by Measure JJJ and LAMC Section 11.5.6, the applicant has requested two (2) Developer Incentives for: 1) reduced parking for 19 parking spaces in lieu of the 85 spaces otherwise required by LAMC Section 12.21 A.4, and 2) increased building height of 36 feet in lieu of the maximum 30-foot height limit otherwise permitted in Height District No. 1XL, and in lieu of the maximum 25-foot building height within 49 feet and maximum 33-foot building height within 99 feet of an RW1 or more restrictive zone per transitional height requirements of LAMC Section 12.21.1 A.10.

The proposed project would be comprised of 56 residential dwelling units, and have a maximum building height of 36 feet and 3 stories, and have a FAR of 0.92:1. The proposed density, height, and floor area are within the proposed land use and zoning designation under the General Plan Amendment and Zone Change herein.

Surrounding Uses

The site is located to the northwest of the intersection of Eubank Avenue and Pacific Coast Highway in the Wilmington – Harbor City Community Plan area, approximately 1.4 miles to the east of the 110 Freeway and approximately 0.9 miles to the west of the 47 Freeway (Alameda Street).

The surrounding area is improved with a variety of land uses including vacant land (immediately to the north), single-family residential (further to the north and immediately west), commercial uses (immediately to the south), open space (to the east and further to the south), multi-family residential (further to the southeast), and industrial uses (further to the northeast). The adjoining property to the south has frontage along the north side of Pacific Coast Highway, and is zoned [Q]C2-1VL-O-CUGU and developed with a public storage facility with structures ranging from 1 to 2 stories in height. The adjoining property to the north is an 11-foot wide strip of vacant land that is under separate ownership and fenced off from Eubank Avenue. Neighboring properties further north and to the west are zoned R1-1XL-O-CUGU and developed with single-family homes fronting along Deepwater Avenue and Seagrove Avenue which dead-end at a cul-de-sac north of the site. Across Eubank Avenue to the east is the Wilmington Cemetery on an OS-1XL-CUGU zoned lot, and across Pacific Coast Highway to the south is The Banning Residence Museum and Wilmington Senior Citizen Center on an OS-1XL-O-CUGU zoned lot. Other surrounding properties across the intersection of Eubank Avenue and Pacific Coast Highway and O Street to the southeast are zoned [Q]R2-1XL-O-CUGU and improved with multi-family and single-family residences ranging from 1 to 2 stories in height. Properties further north along Eubank Avenue are zoned [T][Q]MR2-1VL-CUGU and improved as shipping container storage.

Streets and Circulation

Eubank Avenue is designated as a Collector Street with a designated right-of-way width of 66 feet and designated roadway width of 40 feet . The dedicated right-of-way is approximately 50 feet and dedicated roadway is approximately 40 feet. There is a 5-foot easement along the Eubank frontage that includes a portion of the existing sidewalk, which extends to the public right-of-way

and includes a parkway, curb, and gutter. An additional 3-foot dedication is required by the Bureau of Engineering.

Pacific Coast Highway is approximately 230 feet to the south of the subject site, and is designated as a Boulevard II with a designated right-of-way width of 110 feet and roadway width of 80 feet. The project does not have frontage along Pacific Coast Highway.

Deepwater Avenue is a Local Street – Standard with a designated right-of-way width of 60 feet and roadway width of 36 feet. Deepwater Avenue terminates in a cul-de-sac immediately north of the subject site. The project does not have frontage along Deepwater Avenue.

Seagrove Avenue is a Local Street – Standard with a designated right-of-way width of 60 feet and roadway width of 36 feet. Seagrove Avenue terminates in a cul-de-sac immediately north of the subject site. The project does not have frontage along Seagrove Avenue.

Public Transit

The project is located near the intersection of Pacific Coast Highway and Eubank Avenue, which serves the Torrance Bus Line 3 and Los Angeles Department of Transportation ("LADOT") DASH Wilmington Bus Line. The site is also located approximately 1,500 feet from bus stops located near the intersection of Pacific Coast Highway and Avalon Boulevard, which serves the Torrance Bus Line 3 and R3 and Los Angeles County Metropolitan Transit Authority ("Metro") Bus Line 246.

Relevant Cases and Building Permits

Subject Site:

Case No. CPC-2018-6402-CCU: On November 1, 2018, the City of Los Angeles filed for an entitlement case for the Wilmington – Harbor City Community Plan Update, for the adoption of the Community Plan policy document, General Plan amendments, and zone changes to apply re:codeLA zoning. The Community Plan Update is currently pending.

Case No. TT-71197: On July 13, 2011, the Advisory Agency approved a Tentative Tract Map for a maximum six single-family lots, for the subject site at 1424 North Deepwater Avenue. A Corrected Letter of Decision was subsequently issued on August 4, 2011 to include a lot-width reduction to allow a 49-foot lot width for the proposed lots 5 and 6, in lieu of the 50-foot lot width requirement of the R1 Zone.

Case No. ZA-21363: On July 19, 1974, the Zoning Administrator authorized the use of a site for a semi-controlled drilling site located in the R1-1-O and C2-1-O Zones in Non-urbanized Oil Drilling District No. 92, on which to drill oil wells and conduct surface operations in connection with the development and bottoming of oil wells, surface operations in connection with the wells to be bottomed under adjoining and adjacent oil drilling districts, and a variance to permit the enclosure of said site with walls and fences in excess of 6 feet in height.

Case No. ZA-13822: On October 11, 1973, the Zoning Administrator issued an Approval of Plans for Production Satellite No. 22 for the installation of Phase II-B Pipeline Production No. 22, to be located on a previously approved production site in the R1-1 Zone on an approximately 1-1/2 acre portion of Lot 7 of Tract No. 111 acre range of San Pedro, also proposed to be developed as a semi-controlled drilling and production site located at 1414 Eubank Avenue, will facilitate the oil gathering system for the Wilmington Townlot Water Flood Unit I and serve the producing wells located in an approximately 200 acre area surrounding the site.

Case No. ZA-14138: On January 11, 1957, the Zoning Administrator authorized the drilling of two (2) additional oil wells for the 9.5-acre subject site within Oil Drilling District No. 92, located at the northwesterly corner of Pacific Coast Highway and Eubank Avenue. Subsequent plan approvals were issued on January 23, 1957, January 24, 1957, and August 21, 1997, related to the conditions and methods of drilling operations, at the subject site.

Case No. CPC-7129: On April 19, 1956, the City Planning Commission approved the establishment of Oil Drilling District area bounded as follows: beginning at O Street and Eubank Avenue, east on O Street to a line 134 feet east of Hyatt Street, south to Pacific Coast Highway, west to ally east of Eubank Street, south to M Street, west to Eubank Avenue, south to L Street, west to Broad Avenue, north to Pacific Coast Highway, east to Eubank Avenue, and south to point of beginning. Ordinance No. 110,764 was published on January 27, 1958.

Surrounding Sites:

Case No. CPC-2491: On May 26, 1949, the City Planning Commission approved the change of zone from R1 to C2 for the northerly side of Pacific Coast Highway between Lakme Avenue and Eubank Avenue. Ordinance No. 96,474 was published on May 19, 1950.

REQUESTED ACTIONS

General Plan Amendment

The subject application was submitted to the Department of City Planning on December 12, 2018 and includes a request for a General Plan Amendment and Zone Change which would result in an increase of the allowable residential floor area and density. As provided in the Department of City Planning Memorandum dated December 13, 2016, the project is subject to the provisions of Ballot Measure JJJ because the application was submitted after December 13, 2016. As a development project that 1) results in ten or more dwelling units and 2) requires a General Plan Amendment, Zone Change, and/or Height District Change that requires in increased allowable residential floor area, density, height, or allows a residential use where previously not allowed, the project is subject to the provisions of Ballot Measure JJJ and shall comply with all the housing, labor, and wage requirements as codified in LAMC Sections 11.5.6 and 11.5.11.

The applicant has requested a General Plan Amendment to amend the land use designation of the subject site from Low Residential to General Commercial, and to be excluded and exempted from the provisions of Footnote No. 7 to no longer be restricted to the RD1.5 use and area provisions. The amendment was initiated by the Director of Planning on November 12, 2018.

Zone Change and Developer Incentives

In conjunction with the requested General Plan Amendment, the applicant has also requested a Zone Change to change the site's zoning designation from R1-1XL-O-CUGU to C2-1XL-O-CUGU. No change in Height District is requested at this time.

Pursuant to LAMC Section 11.5.11(e), "a Project that provides affordable housing consistent with this Section shall also be entitled to three incentives or concessions specified in California Government Code Section 65915(k) or the applicable Affordable Housing Incentive Program." As the Project proposes to provide affordable housing consistent with the provisions of LAMC Section 11.5.11, the applicant has requested two (2) Developer Incentives that are generally consistent

with incentives for projects which provide affordable housing under Density Bonus and Government Code Section 65915. The recommended approach is the most consistent with the intent of Measure JJJ. The two (2) Developer Incentives requested include:

- A reduction of parking to permit 19 parking spaces in lieu of the 85 spaces otherwise required by LAMC Section 12.21 A.4.

- An increase in building height to permit a 36-foot building height in lieu of the maximum 30-foot height limit otherwise permitted in Height District No. 1XL, and in lieu of the maximum 25-foot building height within 49 feet and maximum 33-foot building height within 99 feet of an RW1 or more restrictive zone per transitional height requirements of LAMC Section 12.21.1 A.10.

Site Plan Review

In accordance with LAMC Section 16.05, the applicant has requested Site Plan Review for a development project that creates or results in an increase of 50 of more dwelling units. As the site is currently vacant with zero (0) existing dwelling units and the proposed construction of 56 dwelling units, the project results in a net increase of 56 dwelling units on the subject site.

Supportive Housing Project

California Assembly Bill ("AB") 1197 was signed and became effective on September 26, 2019 to establish a new Section 210801.27 of the California Public Resources Code ("PRC") to exempt from the California Environmental Quality Act ("CEQA") certain activities and actions that are approved or carried out by the City of Los Angeles related to the provision of emergency shelters and supportive housing.

Specifically, the bill creates a CEQA exemption for certain types of activities related to emergency shelters and supportive housing, including but not limited to any activity approved by or carried out by the City of Los Angeles "in furtherance of providing emergency shelters or supportive housing" in the City. Supportive housing is defined for the purposes of this bill as housing with no limit on length of stay, that is occupied by persons, including persons with disabilities, and families who are homeless or who are homeless youth, and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. Such supportive housing development must additionally meet the following two requirements:

1. The supportive housing development meets the eligibility requirements of any of the following:
    a. Government Code Section 65650 (AB 2162); or
    b. An Interim Motel Housing Project pursuant to Los Angeles Municipal Code (LAMC) Section 14.00 A.12; or
    c. Qualified Permanent Supportive Housing pursuant to LAMC Section 14.00 A.13; and

2. The supportive housing development is funded, in whole or in part, by any of the following:
    a. The No Place Like Home Program (Part 3.9 (commencing with Section 5849.1) of Division 5 of the Welfare and Institutions Code); or
    b. The Building Homes and Jobs Trust Fund (Health and Safety Code Section 50470); or
    c. County of Los Angeles Measure H funds; or
    d. City of Los Angeles Measure HHH funds; or
    e. The City of Los Angeles Housing Impact Trust Fund.

For the purposes of determining whether a supportive housing development is funded, in whole or in part, by one of the applicable funding sources, an approved letter of funding commitment from the applicable funding agency will be required of the applicant as part of the application for the exemption. Such letter must indicate that the project has been awarded funds from one of the five above-listed funding sources. Prior to issuance of a building permit, the Department of City Planning will confirm that the project has received clearance from the Housing and Community Investment Department ("HCIDLA"), or other funding agency, as applicable, to ensure that the project continues to meet the eligibility criteria (i.e. that the award of funds has not been rescinded).

As provided in the Department of City Planning Inter-Departmental Correspondence dated October 16, 2019 on the "Implementation of AB 1197 - CEQA Exemption for Supportive Housing and Emergency Shelters" ("DCP Memo"; see Exhibit G), the CEQA exemption encompasses the approval of planning entitlements that solely enable the proposed emergency shelter or supportive housing use, including but not limited to any necessary Zone Change, General Plan Amendment, Conditional Use Permit, or other required land use action that results in a project that meets the requirements discussed above.

The proposed project's eligibility is described under the Supportive Housing Project Findings Section in this report.

ISSUES

Land Use and Zoning

The site is located within the Wilmington – Harbor City Community Plan. The site is currently designated for Low Residential land uses, and is zoned R1-1XL-O-CUGU with Height District No. 1XL. The existing R1 zone permits development with a density of 1 dwelling unit per 5,000 square feet of lot area, for a total permitted density of 11 dwelling units. Height District No. 1XL permits a building height of 30 feet and Floor Area Ratio of 3:1.

The proposed project is not consistent with the current zoning or land use designation for the site. The applicant has requested a General Plan Amendment and Zone Change to General Commercial land use and C2-1XL-O-CUGU zone to permit the proposed project. The proposed project would be comprised of 56 residential dwelling units, and have an FAR of 0.92:1. The Community Plan also contains a Footnote No. 7 which restricts General Commercial land uses to "the use and area provisions of the RD1.5 zone", which would limit the site to one dwelling unit per 1,500 square feet of lot area for 37 dwelling units. Under the General Plan Amendment, the applicant has requested to be excluded and exempted from the provisions of Footnote No. 7 so that the project is no longer restricted to the RD1.5 use and area provisions. The proposed zone and Footnote exemption would allow residential development at a rate of one dwelling unit per 400 square feet of lot area, for a maximum of 140 dwelling units on-site with the proposed zoning and land use designations. However, the project only proposes 56 residential dwelling units at a rate of one dwelling unit per 1,000 square feet of lot area, which is appropriate as a transition to the single-family residential neighborhood. Therefore, the proposed project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code in combination with the General Plan Amendment and Zone Change requests.

Compliance with Ballot Measure JJJ

Ballot Measure JJJ was approved and passed by voters in the City of Los Angeles on November 8, 2016, and was certified by City Council action on December 13, 2016. The Ballot Measure imposes minimum affordable housing requirements and labor regulations on certain development

projects requiring General Plan Amendments, Zone Changes, and Height District Changes, among other provisions. As a development project that 1) results in ten or more dwelling units and 2) requires a General Plan Amendment, Zone Change, and/or Height District Change that requires in increased allowable residential floor area, density, height, or allows a residential use where previously not allowed, the project is subject to the provisions of Ballot Measure JJJ and shall comply with all the housing, labor, and wage requirements as codified in LAMC Sections 11.5.6 and 11.5.11.

In accordance with LAMC Section 11.5.11(a)(3), as a project involving a General Plan Amendment, Zone Change, or Height District Change for a 100% affordable housing project, the project is required to provide each residential unit in the Project, exclusive of a manager's unit or units, affordable to, and occupied by, either a Lower or Very Low Income household.

The project will provide 56 residential dwelling units, of which 100 percent exclusive of a manager's unit, or 55 units, will be set aside for Very Low Income households. Therefore, the project is compliant with the affordable housing provisions of Measure JJJ.

The project, as conditioned herein, is also subject to the labor regulations of Ballot Measure JJJ, to the satisfaction of the Department of Public Works, Bureau of Contract Administration, Office of Contract Compliance.

Therefore, as a project that is compliant with the provisions of Ballot Measure JJJ and in accordance with LAMC Section 11.5.6, the project is eligible for and the applicant has requested two (2) Developer Incentives for: 1) reduced parking for 19 parking spaces in lieu of the 85 spaces otherwise required by LAMC Section 12.21 A.4, and 2) increased building height of 36 feet in lieu of the maximum 30-foot height limit otherwise permitted in Height District No. 1XL, and in lieu of the maximum 25-foot building height within 49 feet and maximum 33-foot building height within 99 feet of an RW1 or more restrictive zone per transitional height requirements of LAMC Section 12.21.1 A.10.

Senior Residents

At the public hearing, questions were raised about the age demographic of future residents of the project. Application materials submitted to the case file indicate the project is for 100% Very Low Income households, with the exception of a market-rate manager's unit, however no age restrictions were specified in the case file. At the public hearing, the applicant's representative indicated that the project will be restricted to seniors through a voucher system, and provided additional documentation on November 22, 2019 to the case file. As such, the project is conditioned herein to Very Low Income seniors as proposed by the applicant.

Oil Wells

Per California Department of Conservation, Division of Oil, Gas and Geothermal Resources ("DOGGR") records and Construction Site Well Review dated August 19, 2019 and revised on September 18, 2019, the site contains seven (7) oil wells that were plugged and abandoned in the 1990s; one (1) of the wells will require re-abandonment to meet current standards (see Exhibit F for MND Appendix C). A Memorandum on Proposed and Anticipated Oil Well and Methane Mitigation Measures was prepared by Carlin Environmental Consulting, Inc. dated August 21, 2019 (see Exhibit F for MND Appendix D). According to the memorandum, the applicant will bring all oil wells into compliance and design, permit (plan check), inspect, and certify methane mitigation measures beneath the proposed building. The documents were reviewed by the Petroleum Administrator with the Department of Public Works, who confirmed the findings in correspondence dated September 16, 2019 and September 19, 2019. With imposition of the mitigation measures in Condition Nos. 28 through 34 including but not limited to a methane

mitigation system, passive system, subsurface methane investigation, and leak testing and ventilation and protection of oil wells, the project will be designed to protect the health and safety of all future inhabitants.

Air Quality

Air quality emissions for the proposed project were analyzed in a report prepared by Giroux & Associates dated June 11, 2019 (see Exhibit F). The analysis accounted for construction-related emissions including grading, construction, paving, and painting, and operational emissions including area sources, energy utilization, mobile sources, waste, water, and construction. The analysis confirmed that, with imposition of regulatory compliance measures including compliance with the provisions of South Coast Air Quality Management District ("SCAQMD") District Rule 403, that the project will not exceed SCAQMD thresholds for construction activity emissions or operational emissions. The analysis was included as an appendix to the Mitigated Negative Declaration and published on October 3, 2019. The comment period ended on November 4, 2019.

Subsequently, the SCAQMD submitted a comment letter dated November 1, 2019 requesting additional air quality analysis pertaining to the oil well re-abandonment process (see Exhibit F). Specifically, the letter requested information on the scope, types, and duration of the well re-abandonment activities, including information on additional truck trips, workers vehicle trips, and equipment that will be required, and that the air quality analysis quantify the emissions compared to SCAQMD's air quality CEQA significance thresholds. The letter also requested analysis for compliance with SCAQMD Rules 1166 (Volatile Compound Emissions from Decontamination of Soil), Rule 1466 (Control of Particulate Emissions from Soils with Toxic Air Contaminants), and Rule 402 (Nuisance).

The applicant submitted a revised air quality analysis prepared by Giroux and Associates Environmental Consultants dated November 18, 2019, demonstrating that the oil well abandonment process including exploratory excavation will not exceed SCAQMD thresholds either on a regional level or at a localized level for the nearest sensitive uses. The project is conditioned herein to ensure that oil well abandonment activities be concluded before the issuance of grading or building permits.

Project Design (Urban Design Studio / Professional Volunteer Program)

The project was presented to the Urban Design Studio on January 9, 2019 and the Professional Volunteer Program on February 5, 2019. The following comments were made on the project design:

- Pedestrian access and circulation is not clear or prominent throughout the site, and should be enhanced considering there are only a few parking spaces so most people would come by foot, bike, or bus.

- The building entrance along Eubank for the community room is very small with only one single door, and is not prominent as the primary building entrance. The entrance should be enhanced with at least a double door since it is supposed to function as the primary building entrance.

- The walkway along the north (between the building and driveway) should be enhanced so that it is safe for pedestrians. Consider widening the walkway to allow more room for pedestrian access, and incorporate landscaping to create a softer transition to the building along the driveway.

- The driveway along the north of the property is very wide at 28 feet, and results in too much asphalt throughout the site. The driveway should be reduced to the minimum requirements to create a better balance and incorporate landscaping, enhanced paving, pedestrian amenities, or configured so that it is not a straight driveway through the entire site.

- The project is very long and linear, and should be broken down into 2-3 smaller buildings (or shift the upper levels to create courtyards in-between) to better break down the building massing, and align and be more compatible with the single-family residential neighborhood and cul-de-sacs to the north.

- The building looks institutional/commercial, and does not look like a residential building. Consider row-house or townhouse-type entrances or patios along the driveway.

- The building elevations are cluttered with random changes in material that do not correspond to changes in massing or function. Should break down the building massing by creating distinct buildings, rather than just surface treatments.

- Incorporate landscaping with taller plant materials along the northern and western property lines to create a buffer from the single-family residential neighbors.

- There may not be sufficient open space on-site for use by residents. Consider incorporating a series of open space areas on-site, rather than only one park at the front of the building. Consider breaking the building into 2-3 components, with internal open space areas in-between buildings, or provide a roof deck open space on top of the 1-story portion facing Eubank.

- Consider adding a second elevator to ensure sufficient internal circulation for all residents.

On March 11, 2019, the Applicant submitted revised project plans incorporating and in response to the design comments from the UDS and PVP. Specifically, the revisions to the project design include:

- Reduced the driveway width to 26 feet in accordance with minimum code requirements.

- Enhanced the drive aisle with permeable paving to minimize visibility of asphalt from the street.

- Enhanced the walkway along the open space amenity area going towards the northerly building entrance with landscaping.

- Added taller planting (sweet bay trees) along the northern property line.

- Enhanced the northerly façade with changes in articulation to better mesh with the homes to the north, softening it with a more traditional residential design.

- Enhanced the building’s main entrance with a set of double doors along with nearby glazing at the adjacent community room wall.

- Included pedestrian circulation on Sheet A-2 to delineate pedestrian paths through building’s corridor, and along the southern side yard.

- Added seating and tables to the rear of the building to provide more variety in outdoor spaces to gather.

The Applicant noted that due to physical site constraints, budget limitations, and operational/safety concerns, it is not feasible to reconfigure the site plan or building massing to provide additional amenity areas or provide additional entrances or elevators for circulation as advised by UDS and PVP.

Parking

In accordance with Measure JJJ and LAMC Section 11.5.11(e), the Applicant has requested a Developer's Incentive to provide 19 parking spaces in lieu of the 85 parking spaces otherwise required by LAMC Section 12.21 A.4.

The proposed 19 parking spaces is consistent with the parking provisions of Assembly Bill ("AB") 744 and California Government Section 65915(p)(2). AB 744 permits reduced parking for 100 percent affordable housing projects at a ratio of 0.3 parking space per dwelling unit for special needs having either paratransit service or unobstructed access within ½ mile to fixed bus route service that operates at least 8 times a day. The project is within close proximity to the Torrance Bus Lines 3 and R3, LADOT DASH Wilmington Bus Line, and Metro Bus Line 246. For the 56 dwelling units proposed, a total of 17 parking spaces are required by AB 744. The applicant is proposing 19 parking spaces, and is therefore consistent with the parking requirements of AB 744.

Height

The applicant has also requested a Developer's Incentive for increased building height, to allow the proposed three-story and 36-foot tall building at the subject site. The site is within Height District No. 1XL, which restricts building height to 30 feet, and the site's proximity to an RW1 or more restrictive zone (Wilmington Cemetery is zoned OS-1XL-O-CUGU) would further restrict height to a maximum 25-foot building height within 49 feet and maximum 33-foot building height within 99 feet of that lot per transitional height requirements of LAMC Section 12.21.1 A.10.

The project also provides substantial setbacks from the northerly and easterly property lines to serve as a buffer from neighboring uses. As shown in Exhibit "A", the project provides a 32-foot northerly setback to provide a 24-foot wide driveway with landscaping in the form of Italian cypress trees to serve as a buffer and screen the project from the adjacent single-family residential buildings to the north. The adjoining property to the north is an 11-foot wide strip of vacant land that is under separate ownership. Therefore, in combination with the 32-foot setback and adjacent 11-foot wide strip of land, the proposed building will be 43 feet away from the nearest single-family residential buildings to the north. The proposed building will also be set back approximately 86 feet from the Eubank Avenue street frontage, and will be screened with landscaping and the open space amenity along Eubank Avenue.

The requested height increase is consistent with and does not exceed the 11-foot height increase allowed under Density Bonus in accordance with LAMC Section 12.22 A.25. The adjoining property to the south is zoned [Q]C2-1VL-O-CUGU which permits a building height of 45 feet. Therefore, the proposed 36-foot tall building will serve as a buffer between the single-family neighborhood to the north and commercial zone to the south that is allowed to develop to a height of 45 feet, and is not incompatible with the adjacent allowable building heights.

CONCLUSION

The proposed project will develop a vacant site to provide 56 affordable residential units and supportive services, and will provide much-needed affordable housing in the Wilmington community. The project will be compliant with Ballot Measure JJJ by providing affordable housing and related labor and prevailing wage requirements.

[Q] QUALIFIED CONDITIONS OF APPROVAL

Pursuant to Section 12.32 G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "Q" Qualified classification.

1. **Site Plan**. The use and development of the subject property shall be in substantial conformance with the site plan labeled Exhibit "A". Prior to the issuance of building permits, detailed development plans including a site plan illustrating elevations, facades, and architectural treatment, and a landscape/irrigation plan shall be submitted for review and approval by the West/South/Coastal Project Planning Bureau of the Department of City Planning. The plans shall comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.

2. **Affordable Housing**. Prior to the issuance of a permit, projects of ten or more dwelling units shall submit proof of compliance with the Affordable Housing provisions of Los Angeles Municipal Code ("LAMC") Section 11.5.11.

3. **Use**.

    a. The project is restricted to residential uses only. No commercial uses are permitted on the subject site.

    b. Residential uses shall be limited to a 100 percent affordable housing building, exclusive of a manager's unit, as defined by LAMC Section 11.5.11(a)(3).

    c. The project shall be supportive housing, as required by Public Resources Code ("PRC") Section 21080.27(a)(3) and 21080.27(b)(1), and as defined by California Health and Safety Code Section 50675.14, and shall be reserved for seniors.

    d. The project shall provide over 3 percent of non-residential floor area for on-site supportive services. The project shall provide approximately 3,482 square feet for supportive services and related offices, as shown in Exhibit "A", to serve residents of the building.

4. **Labor Requirement**. Pursuant to Los Angeles Municipal Code Section 11.5.11, certified by City Council on December 13, 2017 and codified as Section 5.522 of the Administrative Code, the applicant shall confer with Department of Public Works, Bureau of Contract Administration, Office of Contract Compliance, and shall provide the following to the Department of City Planning:

    a) A signed Preconstruction Checklist Agreement between the Applicant and the Bureau of Contract Administration (maintained in the case file), prior to clearing any Building Permit, which covers the following:

        i) **Licenses**. All building and construction work on the project will be performed at all tiers by contractors that are licensed by the State of California and the City of Los Angeles. The project will employ only construction workers that possess all licenses and certifications required by the State of California and the City of Los Angeles.

        ii) **Local Hire**. At least 30% of all respective workforces' construction workers' hours of Project Work will be performed by permanent residents of the City of

Los Angeles. Of these, at least 10% of all their respective workforces' construction workers' hours of Project Work shall be performed by Transitional Workers whose primary place of residence is within a 5-mile radius of the covered project. If such minimums are not met, evidence of a good faith effort to solicit such local workers shall be evidenced.

iii) **Wages**. The project will pay construction workers performing Project Work hourly wage rates for those classifications in compliance with the applicable prevailing wage rate determination established pursuant to the California Labor Code.

iv) **Training**. At least 60% of construction workforces employed on the project will be:

a. Workers who graduated from a Joint Labor Management apprenticeship training program approved by the State of California.

b. Alternatively, workers employed that have minimum hours of on-the-job experience in the applicable craft which would be required to graduate from such a state-approved apprenticeship training program.

c. Workers who are registered apprentices in an apprenticeship training program approved by the State of California or an out-of-state, federally-approved apprenticeship program.

v) **Bond**. A Bond may be required to ensure compliance.

b) After the project has completed construction, and prior to any Certificate of Occupancy, a signed report from the Bureau of Contract Administration that indicates compliance with the above licenses, local hire, wages and training requirements shall be added to the case file.

CONDITIONS FOR EFFECTUATING (T) OR [T] TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32 G of the Municipal Code, the (T) or [T] Tentative Classification shall be removed by the recordation of a final parcel or tract map or by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

1. Dedications and Improvements. Prior to the issuance of any building permits, public improvements and dedications for streets and other rights-of-way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional, and Federal government agencies as may be necessary).

    A. Responsibilities/Guarantees:

        1) As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.

        2) Prior to the issuance of sign-offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to the project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

    B. Dedication Required:

        1) Deepwater Avenue (Local Street) – None.

        2) Eubank Avenue (Collector Street) – Accept the 5-foot wide future street and dedicate an additional 3-foot wide strip of land along the property frontage to complete a 33-foot half right-of-way in accordance with Collector Street standards of Mobility Plan 2035.

    C. Improvement Required:

        1) Deepwater Avenue – None. The address for this property needs to be changed to reflect the correct street frontage along Eubank Avenue.

        2) Eubank Avenue – Construct a new 8-foot concrete sidewalk in the dedicated area. Repair and or replace all broken, off-grade or bad order concrete curb, gutter and sidewalk along the property frontage. Reconstruct all driveways/sidewalk to comply with ADA requirements or close all unused driveways. Landscape the parkway.

Note: Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than ¼ inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than 1/8 inch at the surface of the section.

Non-ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than ¼ inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than 1/8 inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway.

All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S410-4, S442-5 and S444-0.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. Some tree removal in conjunction with the sidewalk improvements may require Board of Public Works approval. The applicant should contact the Urban Forestry Division for further information at (213) 847-3077.

Trees: That Board of Public Works approval shall be obtained prior to the issuance of the Certificate of Occupancy of the development project for the removal of any tree in the existing or proposed public right-of-way. The Bureau of Street Services, Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.

Removal of street trees may be required in conjunction with the sidewalk widening for this project. Please include the tree removal issue in your public hearing notice for this application.

Notes: Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements for dedication and improvements.

Refer to the Department of Water and Power regarding power pole (213) 367-2715.

3) Drain the roof and site to the public right-of-way.

4) Sewer lines exist in Eubank Avenue. Extension of the 6-inch house connection laterals to the new property line may be required. Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

5) An investigation may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Harbor District Office Sewer Counter of the Bureau of Engineering (310) 732-4677.

6) Submit parking area and driveway plan to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

2. Department of Transportation. Suitable arrangements shall be made with the Department of Transportation to assure that a parking area and driveway plan be submitted to the Citywide Planning Coordination Section of the Department of Transportation for approval prior to submittal of building permit plans for plan check by the Department of Building and Safety. Transportation approvals are conducted at 201 N. Figueroa Street Suite 400, Station 3. For an appointment, call (213) 482-7024.

3. Street Lighting. Install street lights to the satisfaction of the Bureau of Street Lighting.

4. Urban Forestry – Street Trees.

    A. Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. Parkway tree removals shall be replanted at a 2:1 ratio. All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the subdivider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction to expedite tree planting.

    Note: Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: (213) 847-3077 for permit information. CEQA document must address parkway tree removals.

5. Department of Building and Safety, Grading Division. Comply with any requirements with the Department of Building and Safety, Grading Division for recordation of the final map and issuance of any permit.

6. Fire Department. Prior to the issuance of a building permit, a plot plan shall be submitted to the Fire Department for approval.

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

    B. One or more Knox Boxes will be required to be installed for LAFD access to project. location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).

    C. 505.1 Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.

    D. Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

    E. The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

    F. 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.

    G. 2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)

a. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

b. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term “horizontal travel” refers to the actual path of travel to be taken by a person responding to an emergency in the building.

c. This policy does not apply to single-family dwellings or to non-residential buildings.

H. Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend onto the roof.

I. Entrance to the main lobby shall be located off the address side of the building.

J. Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

K. Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

L. 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.

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

N. 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.

O. Submit plot plans indicating access road and turning area for Fire Department approval.

P. 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.

Q. No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

R. Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

S. Site plans shall include all overhead utility lines adjacent to the site.

T. Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

U. All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

V. Plans showing areas to be posted and/or painted, "FIRE LANE NO PARKING" shall be submitted and approved by the Fire Department prior to building permit application sign-off.

W. Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

X. Construction of public or private roadway in the proposed development shall not exceed 15 percent in grade.

Y. Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.

Z. Standard cut-corners will be used on all turns.

AA. 5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

BB. The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please call **(213) 220-8066**. You should advise any consultant representing you of this requirement as well.

Notice: If conditions dictate, connections to the public sewer system may be postponed until adequate capacity is available.

Notice: Certificates of Occupancy for the subject property will not be issued by the City until the construction of all the public improvements (streets, sewers, storm drains, etc.) as required herein, are completed to the satisfaction of the City Engineer.

CONDITIONS OF APPROVAL

Pursuant to Section 11.5.11(e) and 16.05 of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Development Conditions

1. **Site Plan**. The use and development of the subject property shall be in substantial conformance with the site plan labeled Exhibit "A". Prior to the issuance of building permits, detailed development plans including a site plan illustrating elevations, facades, and architectural treatment, and a landscape/irrigation plan shall be submitted for review and approval by the West/South/Coastal Project Planning Bureau of the Department of City Planning. The plans shall comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.

2. **Use**.

    a. The project is restricted to residential uses only. No commercial uses are permitted on the subject site.

    b. Residential uses shall be limited to a 100 percent affordable housing building, exclusive of a manager's unit, as defined by LAMC Section 11.5.11(a)(3).

    c. The project shall be supportive housing, as required by Public Resources Code ("PRC") Section 21080.27(a)(3) and 21080.27(b)(1), and as defined by California Health and Safety Code Section 50675.14, and shall be reserved for seniors.

    d. The project shall provide over 3 percent of non-residential floor area for on-site supportive services. The project shall provide approximately 3,482 square feet for supportive services and related offices, as shown in Exhibit "A", to serve residents of the building.

3. **Affordable Units**. A minimum of 55 units shall be designated as Restricted Affordable Units and reserved for Very Low Income households, as defined by LAMC Section 11.5.11 and Health and Safety Code Section 50105.

4. **Changes in Restricted Units**. Deviations that change the composition of units shall be consistent with LAMC Section 11.5.11(a)(3).

5. **Housing Requirements**. Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make 55 units for Very Low Income Households for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The Applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA.

6. **Developer's Incentives**.

    a. **Parking**. 19 parking spaces shall be provided in lieu of the 85 spaces otherwise required by LAMC Section 12.21 A.4.

    b. **Height**. The project shall be limited three (3) stories and 36 feet in height, in lieu of the maximum 30-foot height limit otherwise permitted in Height District No. 1XL, and in lieu of the maximum 25-foot building height within 49 feet and maximum 33-foot building height within 99 feet of an RW1 or more restrictive zone per transitional height requirements of LAMC Section 12.21.1 A.10.

7. **Supportive Housing Project**.

    a. **Supportive Housing**. In accordance with PRC Section 21080.27, the project shall be a supportive housing project that meets the eligibility requirements of Government Code Section 65650, an Interim Motel Housing Project pursuant to LAMC Section 14.00 A.12, or a Qualified Permanent Supportive Housing Project pursuant to LAMC Section 14.00 A.13.

    b. **Funding**. Prior to issuance of grading permits, the applicant shall submit a funding commitment letter from an applicable funding agency indicating that the project has been awarded funds from one of the qualifying funding sources provided under Assembly Bill 1197 and PRC Section 21080.27.

    c. **Notice of Exemption**. Prior to issuance of grading permits, the applicant shall demonstrate filing of a Notice of Exemption from the California Environmental Quality Act with the Office of Planning and Research ("OPR") and the Los Angeles County Clerk pursuant to the procedures set forth in PRC Section 21108 or PRC Section 21152. The Notice of Exemption shall include a written justification supporting how the project qualifies as an "emergency shelter" or "supportive housing" under PRC Section 21080.27(a).

8. **Bicycle Parking**. Bicycle parking shall be provided consistent with LAMC 12.21 A.16.

9. **Vehicular Access**. All vehicular access shall be taken off of Eubank Avenue, as provided in Exhibit "A". No access shall be permitted from Deepwater Avenue or Seagrove Avenue.

10. **Mechanical Equipment**. All exterior mechanical equipment, including heating, ventilation and air conditioning (HVAC) equipment, satellite dishes, and cellular antennas, shall be screened from public view through the use of architectural elements such as parapets. The transformer, located along 38th Street, shall be screened with landscaping per Exhibit "A".

11. **Lighting**. All outdoor and parking lighting shall be shielded and down-cast within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes).

12. **Lighting Design**. Areas where nighttime uses are located shall be maintained to provide sufficient illumination of the immediate environment so as to render objects or persons clearly visible for the safety of the public and emergency response personnel. All pedestrian walkways, storefront entrances, and vehicular access ways shall be illuminated with lighting fixtures. Lighting fixtures shall be harmonious with the building design. Wall mounted lighting fixtures to accent and complement architectural details at night shall be installed on the building to provide illumination to pedestrians and motorists.

13. **Heat Island Effect**. To reduce the heat island effect, a minimum of 50% of the area of pathways, patios, driveways or other paved areas shall use materials with a minimum initial Solar Reflectance value of 0.35 in accordance with ASTM (American Society of Testing Materials) standards.

14. **Electric Vehicle Parking**. The project shall include at least 20 percent of the total provided parking spaces capable of supporting future electric vehicle supply equipment, (EVSE). Plans shall indicate the proposed type and location(s) of EVSE and also include raceway method(s), wiring schematics and electrical calculations to verify that the electrical system has sufficient capacity to simultaneously charge all electric vehicles at all designated EV charging locations at their full rated amperage. Plan design shall be based upon Level 2 or greater EVSE at its maximum operating ampacity. Of the twenty percent EV Ready parking, five percent of the total provided parking spaces shall be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the required 20 percent or five percent results in a fractional space, round up to the next whole number. A label stating "EVCAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

15. **Landscape Plan**. Revised landscape plans shall be submitted to show the size and location of all plants. The landscape plan shall indicate landscape points for the Project as required by LAMC 12.40 and Landscape Ordinance Guidelines “O”. All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be landscaped, including an automatic irrigation system, and maintained in accordance with a final landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning. The final landscape plan shall be in substantial conformance with the submitted Landscape Plan, Exhibit “A,” and shall incorporate any modifications required as a result of this grant.

16. **Tree Wells**. The minimum depth of tree wells and planters on the rooftop, any above grade open space, and above a subterranean structure shall be as follows:
    a. Minimum depth for trees shall be 42 inches.
    b. Minimum depth for shrubs shall be 30 inches.
    c. Minimum depth for herbaceous plantings and ground cover shall be 18 inches
    d. Minimum depth for an extensive green roof shall be 3 inches.

    The minimum amount of soil volume for tree wells on the rooftop or any above grade open spaces shall be based on the size of the tree at maturity:
    e. 600 cubic feet for a small tree (less than 25 feet tall at maturity).
    f. 900 cubic feet for a medium tree (25-40 feet tall at maturity).
    g. 1,200 cubic feet for a large tree (more than 40 feet tall at maturity)

17. **Street Trees**. New trees planted within the public right-of-way shall be spaced not more than an average of 30 feet on center, unless otherwise permitted by the Urban Forestry Division, Bureau of Public Works.

18. **Greywater**. The project shall be constructed with an operable recycled water pipe system for onsite greywater use, to be served from onsite non-potable water sources such as showers, washbasins, or laundry and to be used as untreated subsurface irrigation for vegetation or for cooling equipment. The system specifics shall be required as determined feasible by the Department of Water and Power in consultation with the Department of City Planning.

19. **Stormwater/irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los

Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.

20. **Solar and Electric Generator**. Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.

21. **Solar-ready Buildings**. The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

22. **Solar Panels**. A minimum 2,814 square feet (15 percent) of solar panels shall be installed on the building rooftop as shown on the roof plan provided as a part of an operational photovoltaic system to be maintained for the life of the project. The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

23. **Signage**. There shall be no off-site commercial signage on construction fencing during construction.

24. **Tribal Cultural Resource Inadvertent Discovery**. In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities (excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity), all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

    a. Upon a discovery of a potential tribal cultural resource, the Applicant shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning at (213) 978-0016.

    b. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Applicant and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

    c. The Applicant shall implement the tribe's recommendations if a qualified archaeologist and by a culturally affiliated tribal monitor, both retained by the City and paid for by the Applicant, reasonably concludes that the tribe's recommendations are reasonable and feasible.

    d. The Applicant shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist and by a culturally affiliated tribal monitor to be reasonable and feasible. The Applicant shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.

    e. If the Applicant does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or by a culturally affiliated tribal

monitor, the Applicant may request mediation by a mediator agreed to by the Applicant and the City who has the requisite professional qualifications and experience to mediate such a dispute. The Applicant shall pay any costs associated with the mediation.

f. The Applicant may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and by a culturally affiliated tribal monitor and determined to be reasonable and appropriate.

g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.

25. **Human Remains Inadvertent Discovery**. In the event that human skeletal remains are encountered at the project site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, pursuant to State Health and Safety Code Section 7050.5 which requires that no further ground disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition pursuant to California Public Resources Code Section 5097.98. In the event human skeletal remains are discovered during construction or during any ground disturbance actives, the following procedures shall be followed:

    a. Stop immediately and contact the County Coroner:
        1104 N. Mission Road
        Los Angeles, CA 90033
        323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
        323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
    b. If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).
    c. The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
    d. The most likely descendent has 48 hours to make recommendations to the Applicant, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
    e. If the Applicant does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

26. **Archaeological Resources Inadvertent Discovery**. In the event that any subsurface cultural resources are encountered at the project site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, pursuant to State Health and Safety Code Section 7050.5. At which time the applicant shall notify the City and consult with a qualified archaeologist who shall evaluate the find in accordance with Federal, State, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2 and shall determine the necessary findings as to the origin and disposition to assess the significance of the find. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted.

27. **Paleontological Resources Inadvertent Discovery**. In the event that any prehistoric subsurface cultural resources are encountered at the project site during construction or the course of any ground disturbance activities, all such activities shall halt immediately, at which time the applicant shall notify the City and consult with a qualified paleontologist to assess the significance of the find. In the case of discovery of paleontological resources, the assessment shall be done in accordance with the Society of Vertebrate Paleontology standards. If any find is determined to be significant, appropriate avoidance measures recommended by the consultant and approved by the City must be followed unless avoidance is determined to be unnecessary or infeasible by the City. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted.

Environmental Conditions

28. The Applicant shall perform exploratory excavation to precisely locate the seven potential abandoned oil wells located on the site.

29. The Applicant shall prepare and submit to DOGGR an Application for Construction Site Well Review and Notice(s) of Intention for any of the seven potential abandoned oil wells at the Site that a) DOGGR finds do not meet current abandonment standards or b) require lowering/raising to be at an acceptable depth below finished grade.

30. The Applicant shall prepare a design for a methane mitigation system to be installed beneath the proposed building. The design shall conform to the provisions of the City of Los Angeles Ordinance No. 175,790 and applicable methane mitigation standards of the Los Angeles Department of Building and Safety.

31. The Applicant shall abandon any oil wells identified at the site during the exploratory excavation according to the permit requirements of DOGGR. Some grading may need to be performed before well abandonment to allow access to the well(s) and room for well drilling and associate equipment. All exploratory excavation and oil well abandonment activities shall be completed and concluded prior to the issuance of grading or building permits.

32. The Applicant shall install a Passive System regardless of the design methane concentration or the design methane pressures. The Passive System for this project shall include at minimum:

    a. A standard de-watering system;
    b. Sub-slap vapor collection and ventilation system that includes:
        a) Perforated horizontal collection piping;
        b) Permeable gravel blanket for soil gas migration of a minimum 2” thick;
        c) Solid vent risers (amount and size are dependent on building size);
        d) A complete impervious membrane (barrier) system. Since there are known oil wells on site, this barrier system will be a chemically compatible spray-applies product that covers the entire footprint of the proposed structure;
        e) Trench dams and conduit seal fittings

33. The Applicant shall conduct a subsurface methane investigation in accordance with Los Angeles Department of Building and Safety Document No. P/BC 2014- 101 Site Testing Standards for Methane. The subsurface methane investigation shall include but is not limited to:

    a. Installation of three to four (3-4) gas probes set throughout the Site;

b. Gas Probe Sets include probes at approximate depths of 5, 10, and 20 feet below ground surface or the lowest building slab elevation;
c. Collection of methane soil gas and pressure measurements in the field

The purpose of the subsurface methane investigation is to determine the level of methane concentrations that exist at the site, and the level of methane pressure (in inches water pressure) that exist at the site. The Applicant shall install an Active System and miscellaneous systems subject to the approval of the Los Angeles Department of Building and Safety ("LADBS"), including:

d. An active mechanical extraction system (i.e., a fan pulling sub-slab air as opposed to active);
e. Gas detection, alarm, and mechanical ventilation system on the lowest occupied spaces;
f. A control panel for active/mechanical components;
g. Additional vent risers.

34. The Applicant shall locate, survey, and leak test each oil well. Further, should the development proceed, each well will receive ventilation and protection, including but not limited to:

a. Locate: Each well must be located to verify that it is or is not within the Site boundaries;
b. Survey: Each well must be surveyed, both horizontally and vertically, to provide the exact location of this well on the Site and its depth;
c. Leak Tested: Following exposure, the top casing of each well must be leak tested in the field for excessive methane levels, with DOGGR personnel present to verify. If a well is determined to be leaking, re-abandonment activities are likely necessary;
d. Ventilation and protection: Each oil well that is to current abandonment standards, will require that a protection and ventilation cone be placed over the well cap (head). Attached to the vent cone will be a solid pipe vent riser that will terminate above breathing levels. This ventilation is a precautionary measure should the well ever begin to leak.

Administrative Conditions of Approval

35. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

36. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

37. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

38. **Definition**. Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

39. **Enforcement**. Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

40. **Building Plans**. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

41. **Corrective Conditions**. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

42. **Indemnification and Reimbursement of Litigation Costs.**

    Applicant shall do all of the following:

    (i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

    (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

    (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

    (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

    (v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

    The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably

cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

The City shall have the sole right to choose its counsel, including the City Attorney's office or outside counsel. At its sole discretion, the City may participate at its own expense in the defense of any action, but such participation shall not relieve the applicant of any obligation imposed by this condition. In the event the Applicant fails to comply with this condition, in whole or in part, the City may withdraw its defense of the action, void its approval of the entitlement, or take any other action. The City retains the right to make all decisions with respect to its representations in any legal proceeding, including its inherent right to abandon or settle litigation.

For purposes of this condition, the following definitions apply:

"City" shall be defined to include the City, its agents, officers, boards, commissions, committees, employees, and volunteers.

"Action" shall be defined to include suits, proceedings (including those held under alternative dispute resolution procedures), claims, or lawsuits. Actions includes actions, as defined herein, alleging failure to comply with any federal, state or local law.

Nothing in the definitions included in this paragraph are intended to limit the rights of the City or the obligations of the Applicant otherwise created by this condition.

FINDINGS

General Plan/Charter Findings

1. **General Plan Land Use Designation**. The Project Site, 1424 North Deepwater Avenue, is located within the Wilmington – Harbor City Community Plan, which was last updated by the City Council on July 14, 1999. The site is a rectangular-shaped site comprised of one (1) lot and 56,060 square feet of lot area. The Community Plan designates the site with a land use designation of Low Residential, which lists RE9, RS, R1, RU, RD6, and RD5 as corresponding zones.

   As recommended, the amendment would re-designate the Project Site to the General Commercial land use designation, which lists the following corresponding zones: C1.5, C2, C4, RAS3, and P. The Community Plan also contains a Footnote No. 7 which restricts General Commercial land uses to "the use and area provisions of the RD1.5 zone". Under the General Plan Amendment, the applicant has requested to be excluded and exempted from the provisions of Footnote No. 7 so that the project is no longer restricted to the RD1.5 use and area provisions. The recommended change to the Zone to C2-1XL-O-CUGU for the site would be consistent with the adoption of the recommended Plan Amendment and would be in substantial conformance with the purpose, intent, and provisions of the General Plan as it is reflected within the Wilmington – Harbor City Community Plan.

2. **Charter Finding – City Charter Finding 555**. The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic, or physical identity.

   The Project Site is located within the Wilmington – Harbor City Community Plan area, approximately 230 feet from the northwestern corner of the intersection of Eubank Avenue and Pacific Coast Highway. Pacific Coast Highway is a commercial corridor that extends from the 110 Freeway on the west to Eubank Avenue to the east, and provides access to the industrial district that comprises the northeasterly portion of the Community Plan area. The Project Site is directly north of the Pacific Coast Highway commercial corridor, with the southerly abutting property zoned [Q]C2-1VL-O-CUGU and developed with public storage facilities. Neighboring properties further north and to the west are zoned R1-1XL-O-CUGU and developed with single-family homes built primarily in the 1960s fronting along Deepwater Avenue and Seagrove Avenue which dead-end at a cul-de-sac north of the site. The Project Site has its own physical identity in that it is vacant in an otherwise developed neighborhood. The site contains seven (7) oil wells that were plugged and abandoned in the 1990s per DOGGR records, and one (1) of the wells will require re-abandonment to meet current standards. The Project Site is currently vacant, and has not been previously developed per building permit records. The ability to develop the vacant site is limited, as the existing R1-1XL-O-CUGU zoning would permit only 11 dwelling units. The amendment and zone change would allow development of the site with 56 dwelling units, which would include 55 dwelling units set aside as Restricted Affordable Units for Very Low Income households. The project is only proposing 56 dwelling units at a rate of one dwelling unit per 1,000 square feet of lot area, which is appropriate as a transition to the single-family residential neighborhood. The project will therefore serve as a buffer between the single-family residential neighborhood on the north and the commercial uses to the south.

3. **Charter Finding – City Charter Finding 556**. When approving any matter listed in Section 558, the City Planning Commission and the Council shall make findings showing that the action is in substantial conformance with the purposes, intent and provisions of the General

Plan. If the Council does not adopt the City Planning Commission's findings and recommendations, the Council shall make its own findings.

The Project Site is located within the Wilmington – Harbor City Community Plan area, which is one of 35 community plans that the Land Use Element of the General Plan is comprised of. The Community Plan designates the site with a land use designation of Low Residential, which lists RE9, RS, R1, RU, RD6, and RD5 as corresponding zones. The site is presently zoned R1-1XL-O-CUGU, which is consistent with the existing land use designation.

As recommended, the amendment would re-designate the Project Site to the General Commercial land use designation, and would amend Footnote No. 7 to clarify that the footnote limiting the development to the use and provisions of RD1.5 zone does not apply to the Project Site. The amendment of the land use designation and footnote, in conjunction with the recommended zone change to C2-1XL-O-CUGU, would allow the development of the site with a new affordable housing project.

The site is located within an area that is designated and zoned for a variety of uses including Low Residential (R1-1XL-O-CUGU), Low Medium I Residential ([Q]R2-1XL-O-CUGU), General Commercial ([Q]C2-1VL-O-CUGU), Open Space (OS-1XL-CUGU, OS-1XL-O-CUGU), and Light Manufacturing ([T][Q]MR2-1VL-CUGU) within a 500-foot radius from the subject site. The adjoining property to the south has frontage along the north side of Pacific Coast Highway, and is zoned [Q]C2-1VL-O-CUGU and developed with a public storage facility with structures ranging from 1 to 2 stories in height. The adjoining property to the north is an 11-foot wide strip of vacant land that is under separate ownership and fenced off from Eubank Avenue. Neighboring properties further north and to the west are zoned R1-1XL-O-CUGU and developed with single-family homes fronting along Deepwater Avenue and Seagrove Avenue which dead-end at a cul-de-sac north of the site. Across Eubank Avenue to the east is the Wilmington Cemetery on an OS-1XL-CUGU zoned lot, and across Pacific Coast Highway to the south is The Banning Residence Museum and Wilmington Senior Citizen Center on an OS-1XL-O-CUGU zoned lot. Other surrounding properties across the intersection of Eubank Avenue and Pacific Coast Highway and O Street to the southeast are zoned [Q]R2-1XL-O-CUGU and improved with multi-family and single-family residences ranging from 1 to 2 stories in height. Properties further north along Eubank Avenue are zoned [T][Q]MR2-1VL-CUGU and improved as shipping container storage. Other neighborhood-serving uses within a quarter-mile radius of the subject site include the Phineas Banning Senior High School, commercial retail, fast food restaurants, and a church. The project is also within close proximity to the Torrance Bus Lines 3 and R3, LADOT DASH Wilmington Bus Line, and Metro Bus Line 246.

Per California Department of Conservation, Division of Oil, Gas and Geothermal Resources ("DOGGR") records, the site contains seven (7) oil wells that were plugged and abandoned in the 1990s; one (1) of the wells will require re-abandonment to meet current standards. The Project Site is currently vacant, and has not been previously developed per building permit records. The site was previously cited for on-site trailers being used as habitable buildings, storage of motor homes, trailers, cars and equipment.

The ability to develop the vacant site is limited, as the existing R1-1XL-O-CUGU zoning would permit only 11 dwelling units. The amendment and zone change would allow development of the site with 56 dwelling units, which would include 55 dwelling units set aside as Restricted Affordable Units for Very Low Income households. As further discussed in Finding Nos. 5 through 12, the amendment of the land use designation would be consistent with the purpose, intent, and provisions of the General Plan.

4. **Charter Finding – City Charter Finding 558**. The proposed Amendment to the Central City Community Plan will be in conformance with public necessity, convenience, general welfare and good zoning practice.

   The recommended amendment to the Wilmington – Harbor City Community Plan would re-designate the land use designation of the Project Site from Low Residential to General Commercial, and would amend Footnote No. 7 to clarify that the footnote limiting the development to the use and provisions of RD1.5 zone does not apply to the Project Site. In conjunction with the recommended amendment, the recommended zone change from R1-1XL-O-CUGU to C2-1XL-O-CUGU would allow the development of the Project Site to a 56-unit affordable housing project.

   Public Necessity, Convenience, and General Welfare

   The Project Site has a land use designation of Low Residential and is zoned R1-1XL-O-CUGU, which would limit development to only 11 dwelling units on the subject site. The site is currently vacant, and has not been previously been developed per building permit records.

   The Project proposes to develop the vacant and undeveloped site into a 56-unit affordable housing project, which would include 55 dwelling units set aside as Restricted Affordable Units for Very Low Income households, and provide supportive services to its residents. As the existing land use designation and zone would only permit 11 dwelling units, the amendment is necessary to permit the development of the site for the affordable housing project as proposed.

   On April 8, 2015, Mayor Eric Garcetti released the Sustainable City pLAn, a roadmap to achieve short-term results while setting the path to strengthen the transformation of the City in the decades to come. As part of the plan, the Mayor set forth a goal of creating 100,000 new housing units by 2021. The plan highlights the need to minimize the loss of affordable housing and the need to increase the production of affordable housing. The amendment would allow the site to be developed and to provide 56 additional units to the housing market. The Project would be an infill development within an area of the City that is developed with a mixture of residential, commercial, open space, and light manufacturing uses. The amendment would not only introduce new housing, but would allow for housing to be provided in new construction, which has not occurred in the area. Additionally, due to the unique nature of the surrounding area, the Project would place housing along a commercial corridor on Pacific Coast Highway and within close proximity to commercial and light manufacturing jobs. Additionally, the Project has been designed to provide an open space amenity area, which would include new landscaping and planting of trees along Eubank Avenue. As proposed, the Project would improve the livability and general welfare of the future residents of the development.

   Good Zoning Practice

   The Project Site is designated by the Community Plan for Low Residential land uses and is zoned R1-1XL-O-CUGU. As zoned, it is consistent with the existing land use designation.

   The site is located within an area that is designated and zoned for a variety of uses including Low Residential (R1-1XL-O-CUGU), Low Medium I Residential ([Q]R2-1XL-O-CUGU), General Commercial ([Q]C2-1VL-O-CUGU), Open Space (OS-1XL-CUGU, OS-1XL-O-CUGU), and Light Manufacturing ([T][Q]MR2-1VL-CUGU) within a 500-foot radius from the subject site. The adjoining property to the south has frontage along the north side of Pacific Coast Highway, and is zoned [Q]C2-1VL-O-CUGU and developed with a public storage facility with structures ranging from 1 to 2 stories in height. The adjoining property to the north is an

11-foot wide strip of vacant land that is under separate ownership and fenced off from Eubank Avenue. Neighboring properties further north and to the west are zoned R1-1XL-O-CUGU and developed with single-family homes fronting along Deepwater Avenue and Seagrove Avenue which dead-end at a cul-de-sac north of the site. Across Eubank Avenue to the east is the Wilmington Cemetery on an OS-1XL-CUGU zoned lot, and across Pacific Coast Highway to the south is The Banning Residence Museum and Wilmington Senior Citizen Center on an OS-1XL-O-CUGU zoned lot. Other surrounding properties across the intersection of Eubank Avenue and Pacific Coast Highway and O Street to the southeast are zoned [Q]R2-1XL-O-CUGU and improved with multi-family and single-family residences ranging from 1 to 2 stories in height. Properties further north along Eubank Avenue are zoned [T][Q]MR2-1VL-CUGU and improved as shipping container storage. Other neighborhood-serving uses within a quarter-mile radius of the subject site include the Phineas Banning Senior High School, commercial retail, fast food restaurants, and a church. The project is also within close proximity to the Torrance Bus Lines 3 and R3, LADOT DASH Wilmington Bus Line, and Metro Bus Line 246.

Per California Department of Conservation, Division of Oil, Gas and Geothermal Resources ("DOGGR") records, the site contains seven (7) oil wells that were plugged and abandoned in the 1990s; one (1) of the wells will require re-abandonment to meet current standards. The Project Site is currently vacant, and has not been previously developed per building permit records. The site was previously cited for on-site trailers being used as habitable buildings, storage of motor homes, trailers, cars and equipment.

The ability to develop the vacant site is limited, as the existing R1-1XL-O-CUGU zoning would permit only 11 dwelling units. The amendment and zone change would allow development of the site with 56 dwelling units, which would include 55 dwelling units set aside as Restricted Affordable Units for Very Low Income households. As provided in Finding Nos. 5 through 12, the amendment of the land use designation would be consistent with the purpose, intent, and provisions of the General Plan.

The amendment to re-designate the site to General Commercial would allow it to be developed with a new affordable housing development that would consist primarily of Restricted Affordable housing set aside for Very Low Income households. As the surrounding area is developed with a mixture of residential, commercial, open space, and light manufacturing uses, the amendment would not be introducing an incompatible use to the area, and would not be eliminating an existing use since the site is currently vacant. Furthermore, while the proposed zone and Footnote exemption would allow residential development at a rate of one dwelling unit per 400 square feet of lot area, for a maximum of 140 dwelling units on-site, the project is only proposing 56 dwelling units at a rate of one dwelling unit per 1,000 square feet of lot area, which is appropriate as a transition to the single-family residential neighborhood. As provided in Finding Nos. 5 through 12, the amendment would allow the development of the site with affordable housing that is consistent with the objectives and policies of the Community Plan.

The General Plan Amendment, Zone Change, and Site Plan Review granted herein is necessary to provide much needed supportive housing in this location based on the site's existing vacant and unutilized conditions and the site's proximity to transit, neighborhood services including the Wilmington Senior Citizen Center, and major corridor along Pacific Coast Highway.

5. **General Plan Text**. The Wilmington – Harbor City Community Plan text includes the following relevant objectives, policies, and programs:

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Plan area to the year 2010.

Policy 1-1.1: Designate specific lands to provide for adequate multi-family residential development.

Policy 1-1.2: Protect existing single family residential neighborhood from new, out of scale development

Policy 1-1.3: Protect existing stable single family and low density residential neighborhoods from encroachment by higher density residential and other incompatible uses.

Policy 1-1.4: Protect the quality of the residential environment through attention to the appearance of communities, including attention to building and site design.

Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Policy 1-2.1: Locate higher residential densities near commercial centers and major transit routes, where public service facilities, utilities, and topography will accommodate this development.

Policy 1-3.1: Seek a high degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

Policy 1-3.2: Consider factors such as neighborhood character and identity, compatibility of land uses, impact on livability, impacts on services and public facilities, and impacts on traffic levels when changes in residential densities are proposed.

Objective 1-5: To promote and insure the provision of adequate housing for all persons regardless of income, age, or ethnic background.

Policy 1-5.1: Promote greater individual choice in type, quality, price, and location of housing.

The Project Site has frontage along the western side of Eubank Avenue, approximately 230 feet from the northwestern corner of the intersection of Eubank Avenue and Pacific Coast Highway. The proposed Project would be one of the first new developments in the area, which has seen very little new development. The Project would develop an existing vacant site with the construction of a new affordable housing project that will provide 56 dwelling units, 55 of which would be set aside as Restricted Affordable Units for Very Low Income households.

The project will serve as a buffer between the single-family residential neighborhood on the north and the commercial uses to the south. Although the project proposes a density, height, and massing that exceeds the development pattern of the single-family residential neighborhood to the north, the project will be at a lower density and height than what would be allowed on the commercial properties to the south. As mentioned, the project proposes 56 dwelling units, at the rate of one dwelling unit per 1,000 square feet of lot area, and is lower than the density allowed on the commercial properties to the south which is one dwelling per

1,500 square feet of lot area. Similarly, the project proposes a 36-foot tall building, which will serve as a transition between the commercial properties to the south which are allowed a 45-foot building height limit. Furthermore, the project is designed with substantial setbacks and landscaping to serve as a buffer from the surrounding residential uses on the north. The building will be set back approximately 86 feet from Eubank Avenue and approximately 32 feet from the northerly property line, and will provide landscaping in the form of Italian cypress trees, to screen the project from the adjacent single-family residential buildings to the north. Therefore, the project will protect the existing single-family neighborhoods from the encroachment of new out-of-scale development.

The recommended amendment to re-designate the site to the General Commercial land use designation and recommended zone and height district change to C2-1XL-O-CUGU would allow the site to be developed with the Project as proposed. The project would not remove any existing residential or affordable units from the market, and would add 55 affordable units to the market. As proposed, the Project would be consistent with the definition of a 100 percent affordable project, as defined in LAMC Section 11.5.11, as the remaining one (1) unit will be designated as manager's units. As previously described, the site is located within an area which is developed with residential, commercial, open space, and light manufacturing uses. The development of the site with additional affordable housing units would place future residents within proximity to the commercial corridor along Pacific Coast Highway. As recommended, the General Plan Amendment to the land use designation from Low Residential to General Commercial, and the Zone Change to C2-1XL-O-CUGU would be consistent with the above referenced objectives, policies, and programs of the Wilmington – Harbor City Community Plan.

6. **Framework Element**. The Framework Element for the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following provisions, objectives and policies relevant to the instant request:

   Goal 3C: Multi-family neighborhoods that enhance the quality of life for the City's existing and future residents.

   Objective 3.4: Encourage new multifamily residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.

   Objective 3.6: Allow for the intensification of selected single-family areas that directly abut high-density development as "transitions" between these uses.

   Objective 3.7: Provide for the stability and enhancement of multi-family residential neighborhoods and allow for growth in areas where there is sufficient public infrastructure and services and the residents' quality of life can be maintained or improved.

   Policy 3.7.1: Accommodate the development of multi-family residential units in areas designated in the community plans in accordance with Table 3-1 and

Zoning Ordinance densities indicated in Table 3-3, with the density permitted for each parcel to be identified in the community plans.

Policy 3.7.4: Improve the quality of new multi-family dwelling units based on the standards in Chapter 5 Urban Form and Neighborhood Design Chapter of this Element.

Goal 7G: A range of housing opportunities in the City.

Objective 7.9: Ensure that the available range of housing opportunities is sufficient, in terms of location, concentration, type, size, price/rent range, access to local services and access to transportation, to accommodate future population growth and to enable a reasonable portion of the City's work force to both live and work in the City.

Policy 7.9.1: Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City's fiscal structure.

As recommended, the General Commercial land use designation and C2 Zone would enable the development of the vacant site with an affordable housing project that would provide Restricted Affordable dwelling units set aside for Very Low Income households. The development of the site would introduce new supportive housing, along with on-site social services, while also improving the livability of its future residents by providing on-site open space and landscaping. As recommended, the use would be compatible with existing development in the area which consists of residential, commercial, open space, and light manufacturing uses, and would be consistent with the above referenced goals, objectives, and policies, of the Framework Element.

7. **Housing Element**. The Housing Element of the General Plan contains the following relevant goals, objectives, and policies:

Goal 1: A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for their various needs.

Objective 1.1: Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.2: Expand affordable rental housing for all income groups that need assistance.

Policy 1.1.3: Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city’s households.

Policy 1.3.5: Provide sufficient land use and density to accommodate an adequate supply of housing units within the City to meet the projections of housing needs

Goal 2: A City in which housing helps to create safe, livable and sustainable neighborhoods.

Objective 2.1: Promote safety and health within neighborhoods.

Policy 2.1.2 Establish development standards and other measures that promote and implement positive health outcomes.

Policy 2.2.1. Provide incentives to encourage the integration of housing with other compatible land uses.

Objective 2.2: Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.

Policy 2.2.2: Provide incentives and flexibility to generate new multi-family housing near transit and centers, in accordance with the General Plan Framework element, as reflected in Map ES.1.

Policy 2.4: Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.

Policy 2.4.1: Promote preservation of neighborhood character in balance with facilitating new development.

Policy 2.4.2: Develop and implement design standards that promote quality residential development.

Policy 2.4.3: Develop and implement sustainable design standards in public and private open space and street rights-of-way. Increase access to open space, parks and green spaces.

Objective 2.5: Promote a more equitable distribution of affordable housing opportunities throughout the City.

Policy 2.5.2: Foster the development of new affordable housing units citywide and within each Community Plan area.

Goal 4: A City committed to preventing and ending homelessness.

Objective 4.1: Provide an adequate supply of short-term and permanent housing and services throughout the City that are appropriate and meet the specific needs of all persons who are homeless or at risk of homelessness.

Policy 4.1.3: Provide permanent supportive housing options with services for homeless persons and persons/families at risk of homelessness to ensure that they remain housed and get the individualized help they may need.

Policy 4.1.6: Provide housing facilities and supportive services for the homeless and special needs populations throughout the City, and reduce zoning and other regulatory barriers to their placement and operation in appropriate locations.

The Project Site has frontage along the western side of Eubank Avenue, approximately 230 feet from the northwestern corner of the intersection of Eubank Avenue and Pacific Coast Highway. The proposed Project would be one of the first new developments in the area, which has seen very little new development. The Project would develop an existing vacant site with

the construction of a new affordable housing project that will provide 56 dwelling units, 55 of which would be set aside as Restricted Affordable Units for Very Low Income households. The project will provide on-site supportive services and administrative offices on the ground floor, and will include an open-air open space amenity area along Eubank Avenue. As recommended, the Project would be consistent with the above referenced goals, objectives, and policies.

8. **Mobility Element**. The Mobility Element of the General Plan is not likely to be affected by the recommended action herein. The proposed project, with the requested General Plan Amendment and Vesting Zone Change, proposes to construct a new three-story residential building on the western side of Eubank Avenue. Eubank Avenue is designated as a Collector Street and is currently dedicated to a right-of-way width of approximately 50 feet with a 40-foot roadway. The project will be required to dedicate and improve the public right-of-way to the satisfaction of the Bureau of Engineering. In addition to providing dedications to meet the established Street Standards, the project is also consistent with the following policies of the Mobility Element:

   Policy 3.3: Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

   Policy 5.4: Clean Fuels and Vehicles: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

   The project will introduce new senior affordable housing opportunities on a site that is within close proximity to the Torrance Bus Lines 3 and R3, LADOT DASH Wilmington Bus Line, and Metro Bus Line 246. The Project has been conditioned to require that 20 percent of the parking spaces are to be wired for the installation of future EV chargers, and that 5 percent of the provided parking be installed with EV chargers.

9. **Safety Element**. The Safety Element of the General Plan contains the following relevant goals, objectives, and policies:

   Goal 1: A city where potential injury, loss of life, property damage and disruption of the social and economic life of the City due to fire, water related hazard, seismic event, geologic conditions or release of hazardous materials disasters is minimized.

   Policy 1.1.4: Health/environmental protection. Protect the public and workers from the release of hazardous materials and protect City water supplies and resources from contamination resulting from accidental release or intrusion resulting from a disaster event, including protection of the environment and public from potential health and safety hazards associated with program implementation. [All EOO hazardous materials hazard and water pollution mitigation programs implement this policy.]

   Per California Department of Conservation, Division of Oil, Gas and Geothermal Resources (“DOGGR”) records and Construction Site Well Review dated August 19, 2019 and revised on September 18, 2019, the site contains seven (7) oil wells that were plugged and abandoned in the 1990s; one (1) of the wells will require re-abandonment to meet current standards (see MND Appendix C). A Memorandum on Proposed and Anticipated Oil Well and Methane Mitigation Measures was prepared by Carlin Environmental Consulting, Inc. dated August 21,

2019 (see MND Appendix D). According to the memorandum, the applicant will bring all oil wells into compliance and design, permit (plan check), inspect, and certify methane mitigation measures beneath the proposed building. The documents were reviewed by the Petroleum Administrator with the Department of Public Works, who confirmed the findings in correspondence dated September 16, 2019 and September 19, 2019. With imposition of the mitigation measures in Condition Nos. 28 and 34 including but not limited to a methane mitigation system, passive system, subsurface methane investigation, leak testing and ventilation and protection of oil wells, and completion of all oil well abandonment activities prior to the issuance of grading or building permits, the project will be designed to protect the health and safety of all future inhabitants.

10. **The Conservation Element**. The Conservation Element of the General Plan contains the following relevant goals, objectives, and policies:

    Policy 16.3: Continue to protect neighborhoods from potential accidents and subsidence associated with drilling, extraction and transport operations, consistent with California Department of Conservation, Division of Oil and Gas requirements.

    Per California Department of Conservation, Division of Oil, Gas and Geothermal Resources ("DOGGR") records and Construction Site Well Review dated August 19, 2019 and revised on September 18, 2019, the site contains seven (7) oil wells that were plugged and abandoned in the 1990s; one (1) of the wells will require re-abandonment to meet current standards (see MND Appendix C). A Memorandum on Proposed and Anticipated Oil Well and Methane Mitigation Measures was prepared by Carlin Environmental Consulting, Inc. dated August 21, 2019 (see MND Appendix D). According to the memorandum, the applicant will bring all oil wells into compliance and design, permit (plan check), inspect, and certify methane mitigation measures beneath the proposed building. The documents were reviewed by the Petroleum Administrator with the Department of Public Works, who confirmed the findings in correspondence dated September 16, 2019 and September 19, 2019. With imposition of the mitigation measures in Condition Nos. 28 and 34 including but not limited to a methane mitigation system, passive system, subsurface methane investigation, leak testing and ventilation and protection of oil wells, and completion of all oil well abandonment activities prior to the issuance of grading or building permits, the project will be designed to protect the health and safety of all future inhabitants.

11. **The Health Element**. The Health and Wellness Element of the General Plan contains the following relevant goals, objectives, and policies:

    Policy 5.4: Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.

    Per California Department of Conservation, Division of Oil, Gas and Geothermal Resources ("DOGGR") records and Construction Site Well Review dated August 19, 2019 and revised on September 18, 2019, the site contains seven (7) oil wells that were plugged and abandoned in the 1990s; one (1) of the wells will require re-abandonment to meet current standards (see MND Appendix C). A Memorandum on Proposed and Anticipated Oil Well and Methane Mitigation Measures was prepared by Carlin Environmental Consulting, Inc. dated August 21, 2019 (see MND Appendix D). According to the memorandum, the applicant will bring all oil wells into compliance and design, permit (plan check), inspect, and certify methane mitigation measures beneath the proposed building. The documents were reviewed by the Petroleum Administrator with the Department of Public Works, who confirmed the findings in

correspondence dated September 16, 2019 and September 19, 2019. With imposition of the mitigation measures in Condition Nos. 28 and 34 including but not limited to a methane mitigation system, passive system, subsurface methane investigation, leak testing and ventilation and protection of oil wells, and completion of all oil well abandonment activities prior to the issuance of grading or building permits, the project will be designed to protect the health and safety of all future inhabitants.

12. **The Sewerage Facilities Element**. The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

Entitlement Findings

13. **Zone Change Findings**.

    a. **Pursuant to Section 12.32-C of the Municipal Code, and based on these findings, the recommended action is deemed consistent with public necessity, convenience, general welfare and good zoning practice**.

    Public Necessity, Convenience, and General Welfare

    The Project Site is located within the Wilmington – Harbor City Community Plan. The site is located within an area that is designated and zoned for a variety of uses including Low Residential (R1-1XL-O-CUGU), Low Medium I Residential ([Q]R2-1XL-O-CUGU), General Commercial ([Q]C2-1VL-O-CUGU), Open Space (OS-1XL-CUGU, OS-1XL-O-CUGU), and Light Manufacturing ([T][Q]MR2-1VL-CUGU) within a 500-foot radius from the subject site.

    The existing R1-1XL-O-CUGU Zone would prohibit the development of the Project Site with a new Project containing 56 residential dwelling units as proposed. As discussed under Finding No. 4, the Sustainable City pLAn issued by the Mayor establishes a goal to create 100,000 dwelling units by the year 2021. Additionally, the plan indicates a need to not only enable the production of additional housing, but to encourage the production of affordable housing. The Zone Change would permit the development of the site with a 100 percent affordable project, as defined by LAMC Section 11.5.11, with 1 market-rate manager's unit and 55 units proposed to be set aside for Very Low Income households.

    The Project would place additional housing within proximity to the commercial corridor along Pacific Coast Highway, as well as industrial employment centers of the Wilmington community. As such, the project is eligible for a Developer's Incentive for reduced parking as a 100 percent affordable housing project at a ratio of 0.3 parking space per dwelling unit for special needs having either paratransit service or unobstructed access within ½ mile to fixed bus route service that operates at least 8 times a day, consistent with AB 744 and California Gov. Code Section 65915(p)(2). This reduces the reliance on the use of individual vehicles and encourage the use of public transit, and is therefore consistent with the policies and objectives of the General Plan as provided in Finding Nos. 5 through 12.

    As a Project involving the construction of more than six (6) dwelling units, the Project is required to provide open space for the future residents in accordance with LAMC Section

12.21 G. In lieu of providing a combination of common and private open space, the applicant has chosen to provide all of the required open space as common open space, in the form of an open-air open space amenity area located along Eubank Avenue. This will provide access to usable outdoor space providing direct access to light and air to the future residents, and will also provide a landscaped buffer from the community. Therefore, as provided under Finding No. 4, the Project would be consistent with the public necessity, convenience, and general welfare of the surrounding area.

Good Zoning Practice

As recommended, the Zone Change to C2-1XL-O-CUGU would allow the development of the Project Site with new affordable housing.

As provided under Finding No. 4, the site is located within an area that is designated and zoned for a variety of uses including Low Residential (R1-1XL-O-CUGU), Low Medium I Residential ([Q]R2-1XL-O-CUGU), General Commercial ([Q]C2-1VL-O-CUGU), Open Space (OS-1XL-CUGU, OS-1XL-O-CUGU), and Light Manufacturing ([T][Q]MR2-1VL-CUGU) within a 500-foot radius from the subject site. The adjoining property to the south has frontage along the north side of Pacific Coast Highway, and is zoned [Q]C2-1VL-O-CUGU and developed with a public storage facility with structures ranging from 1 to 2 stories in height. The adjoining property to the north is an 11-foot wide strip of vacant land that is under separate ownership and fenced off from Eubank Avenue. Neighboring properties further north and to the west are zoned R1-1XL-O-CUGU and developed with single-family homes fronting along Deepwater Avenue and Seagrove Avenue which dead-end at a cul-de-sac north of the site. Across Eubank Avenue to the east is the Wilmington Cemetery on an OS-1XL-CUGU zoned lot, and across Pacific Coast Highway to the south is The Banning Residence Museum and Wilmington Senior Citizen Center on an OS-1XL-O-CUGU zoned lot. Other surrounding properties across the intersection of Eubank Avenue and Pacific Coast Highway and O Street to the southeast are zoned [Q]R2-1XL-O-CUGU and improved with multi-family and single-family residences ranging from 1 to 2 stories in height. Properties further north along Eubank Avenue are zoned [T][Q]MR2-1VL-CUGU and improved as shipping container storage.

Per California Department of Conservation, Division of Oil, Gas and Geothermal Resources (“DOGGR”) records, the site contains seven (7) oil wells that were plugged and abandoned in the 1990s; one (1) of the wells will require re-abandonment to meet current standards. The Project Site is currently vacant, and has not been previously developed per building permit records. The site was previously cited for on-site trailers being used as habitable buildings, storage of motor homes, trailers, cars and equipment.

The ability to develop the vacant site is limited, as the existing R1-1XL-O-CUGU zoning would permit only 11 dwelling units. The amendment and zone change would allow development of the site with 56 dwelling units, which would include 55 dwelling units set aside as Restricted Affordable Units for Very Low Income households.

As the surrounding area is developed with a mixture of residential, commercial, open space, and light manufacturing uses, the amendment would not be introducing an incompatible use to the area, and would not be eliminating an existing use since the site is currently vacant. Furthermore, while the proposed zone and Footnote exemption would allow residential development at a rate of one dwelling unit per 400 square feet of lot area, for a maximum of 140 dwelling units on-site, the project is only proposing 56 dwelling units at a rate of one dwelling unit per 1,000 square feet of lot area, which is appropriate as a transition to the single-family residential neighborhood. As described in Finding Nos. 1, 3,

and 5 through 12, the amendment would allow the development of the site with affordable housing that is consistent with the objectives and policies of the Community Plan.

The General Plan Amendment, Zone Change, and Site Plan Review granted herein is necessary to provide much needed supportive housing in this location based on the site's existing vacant and unutilized conditions and the site's proximity to neighborhood services including the Wilmington Senior Citizen Center, major corridor along Pacific Coast Highway, and public transit.

b. **Pursuant to Section 12.32-G and Q of the Municipal Code "T" and "Q" Classification Findings.** The current action, as recommended, has been made contingent upon compliance with new "T" and "Q" conditions of approval imposed herein for the proposed project. As recommended, the Zone Change has been placed in temporary "T" and permanent "Q" Classifications in order to ensure consistency with the amendment to the land use designation from Low Residential to General Commercial. The "T" Conditions are necessary to ensure the identified dedications, improvements, and actions are undertaken to meet the public's needs, convenience, and general welfare served by the actions required. These actions and improvements will provide the necessary infrastructure to serve the proposed community at this site. The "Q" conditions that limits the scale and scope of future development on the site are also necessary to protect the best interests of and to assure a development more compatible with surrounding properties and the overall pattern of development in the community, to secure an appropriate development in harmony with the General Plan, and to prevent or mitigate the potential adverse environmental effects of the subject recommended action.

13. Site Plan Review Findings. In order for the site plan review to be granted, all three of the legally mandated findings delineated in Section 16.05 F of the Los Angeles Municipal Code must be made in the affirmative:

a. The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.

As provided under Finding No. 1, the recommended Zone Change would be consistent with the recommended land use designation. As proposed, the Project would provide 1 market-rate manager's unit and 55 dwelling units set aside for Very Low Income households and would be considered a 100 percent affordable housing development pursuant to LAMC Section 11.5.11. In conjunction with the requested Zone Change, the Applicant has requested two (2) Developer's Incentives for reduced parking and increased height. As provided under Finding Nos. 5 through 12, the Project would meet the goals, objectives, and policies of the General Plan and the Wilmington – Harbor City Community Plan area. As such, the project is in substantial conformance with the General Plan and Community Plan. The project site is not located within a Specific Plan area. The General Plan Amendment, Zone Change, and Site Plan Review granted herein is necessary to provide much needed supportive housing in this location based on the site's existing vacant and unutilized conditions and the site's proximity to neighborhood services including the Wilmington Senior Citizen Center, major corridor along Pacific Coast Highway, and public transit.

b. The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on adjacent properties and neighboring properties.

The subject site is a level, rectangular-shaped, approximately 56,060 square-foot lot located to the northwest of the intersection of Eubank Avenue and Pacific Coast Highway in the Wilmington – Harbor City Community Plan. The site has a frontage of approximately 98 feet along the west side of Eubank Avenue, and a lot depth of approximately 570 feet. The adjoining property to the south has frontage along the north side of Pacific Coast Highway, and is zoned [Q]C2-1VL-O-CUGU and developed with a public storage facility with structures ranging from 1 to 2 stories in height. The adjoining property to the north is an 11-foot wide strip of vacant land that is under separate ownership and fenced off from Eubank Avenue. Neighboring properties further north and to the west are zoned R1-1XL-O-CUGU and developed with single-family homes fronting along Deepwater Avenue and Seagrove Avenue which dead-end at a cul-de-sac north of the site.

The proposed Project would be one of the first new developments in the area, which has seen very little new development. The Project would develop an existing vacant site with the construction of a new affordable housing project that will provide 56 dwelling units, 55 of which would be set aside as Restricted Affordable Units for Very Low Income households. The project is the construction, use, and maintenance of a 3-story, 36-foot tall, 51,202 square-foot affordable housing project comprised of 56 dwelling units (100% restricted to Very Low Income households exclusive of one manager's unit), with on-site supportive services. The project will provide 19 parking spaces at grade level, and will provide 48 long-term and 5 short-term bicycle parking spaces. The project will have a Floor Area Ratio ("FAR") of 0.92:1. The project will involve the grading of approximately 2,750 cubic yards of soil, the removal of one (1) non-protected tree within the dedicated right-of-way area, and the re-abandonment of one (1) existing oil well. The proposed project would include design features, landscaping improvements, off-street parking facilities, lighting, landscaping, and enclosed trash collection, to enhance the visual quality of the area, and to be compatible with existing and future development on adjacent properties and neighboring properties.

Height

The proposed project consists of a building that is up to three (3) stories and approximately 36 feet in height. The site's current R1-1XL-O-CUGU Zone would restrict height to 30 feet, and the site's proximity to an RW1 or more restrictive zone (Wilmington Cemetery is zoned OS-1XL-O-CUGU) would further restrict height to a maximum 25-foot building height within 49 feet and maximum 33-foot building height within 99 feet of that lot per transitional height requirements of LAMC Section 12.21.1 A.10. However, the proposed 36-foot height is allowed in conjunction with the Zone Change to C2-1XL-O-CUGU through the Developer's Incentive for an increase in building height to 36 feet. The easterly portion of the building (containing the community room and administrative offices) facing Eubank Avenue will only be one (1) story and approximately 18 feet in height. As shown in Exhibit "A", the project provides a 32-foot northerly setback to provide a 24-foot wide driveway with landscaping in the form of Italian cypress trees to serve as a buffer and screen the project from the adjacent single-family residential buildings to the north. The adjoining property to the north is an 11-foot wide strip of vacant land that is under separate ownership. Therefore, in combination with the 32-foot setback and adjacent 11-foot wide strip of land, the proposed building will be 43 feet away from the nearest single-family residential buildings to the north. The proposed building will also be set back approximately 86 feet from the Eubank Avenue street frontage, and will be screened with landscaping and the open space amenity along Eubank Avenue. The adjoining property to the south is zoned [Q]C2-1VL-O-CUGU which permits a building height of 45 feet. Therefore, the proposed project will serve as a buffer between the single-family neighborhood to the north and commercial uses to the south, and is not incompatible with the adjacent allowable building heights.

Bulk/Massing
The building will be up to 36 feet and three (3) stories in height, with a width of approximately 60 feet (facing Eubank Avenue) and length of 270 feet. The easterly portion of the building (containing the community room and administrative offices) facing Eubank Avenue will only be one (1) story and approximately 18 feet in height. While the proposed bulk and massing exceeds the development pattern of the single-family residential neighborhood to the north, the building will be set back approximately 86 feet from Eubank Avenue and approximately 32 feet from the northerly property line, and therefore will have a substantial buffer from the surrounding residential uses. Furthermore, in accordance with the Citywide Design Guidelines, the project provides architectural detailing that enhances the building façade by applying changes in building plane, recess, and varied building materials and colors, to incorporate variation in design.

Building Materials
The building design incorporates changes in building plane, recess, and varied building materials and colors to add architectural interest to the building and creates distinct breaks in the building plane. These breaks are further differentiated through the use of a variety of building materials that include fiber cement nickel gap siding, stucco, and metal awnings. Together, these elements are applied to create sufficient breaks in plane and articulation. In accordance with the Citywide Design Guidelines, changes in building materials are applied purposefully to modulate the building façade, and provide vertical articulation to distinguish the ground floor from upper residential levels. The project will also reserve 15 percent of the roof area for solar panels, as provided in Exhibit “A” and conditioned herein.

Entrances
The building entrance is provided through the community room that overlooks the open space amenity area along Eubank Avenue. The building entrance will be a set of double doors that are enhanced with transparent glazing along the adjacent community room facades and a metal awning. In accordance with the Citywide Design Guidelines, the building entrance is located and designed to be visible and prominent from the street. A secondary residential entrance is provided along the northern façade. A third residential entrance is provided along the rear westerly façade, and is accessible by a 6-foot wide pedestrian pathway that runs along the southern property line of the site.

Setbacks
The proposed C2-1XL-O-CUGU Zone requires a 6-foot side yard setback and 15-foot rear yard setback, with no front yard setback requirements. The project exceeds these setback requirements to provide buffers from the surrounding uses. The project will provide an 86-foot easterly front yard setback from Eubank Avenue to provide a 4,768 square foot open space amenity area along the Eubank Avenue frontage. The project will also provide a 32-foot northerly side yard setback to provide a 24-foot driveway with landscaping and create a buffer from the single-family residential neighborhood to the north. A 6-foot side yard setback will be provided along the southern property line, which will serve as pedestrian access to the rear of the site, and a 96-foot rear yard setback will be provided from the westerly property line to provide an open-air surface parking lot with 10 parking spaces.

Parking/Loading
The project will provide a total of 19 parking spaces for the proposed residential uses, which would be provided at grade level. Nine (9) surface parking spaces are provided towards the front of the lot, and ten (10) surface parking spaces are provided in the rear of the lot. Both are accessed from the 26-foot wide drive aisle that enters from Eubank Avenue and runs along the northern property line of the site. As conditioned, no vehicular

access is proposed along Deepwater Avenue or Seagrove Avenue, and a minimum of five percent of spaces will be configured for electric vehicle chargers.

Lighting
The project is conditioned so that all pedestrian walkways and vehicle access points will be well-lit with lighting fixtures that are harmonious with the building design. As conditioned, all outdoor lighting provided on-site will be shielded to prevent excessive illumination and spillage onto adjacent public rights-of-way, adjacent properties, and the night sky.

Landscaping
On-site landscaping and open space is provided in the form a 4,768 square foot open space amenity area along the Eubank Avenue frontage. The open space area includes a BBQ, tables and chairs, permeable interlocking pavers, trellis, and plant materials. In addition, the project proposes landscaping along the northern property line in the form of sweet bay trees as a buffer to screen the site from view from the single-family residential neighborhood to the north. The project is conditioned to submit landscape plans prepared by a licensed landscape architect or licensed architect to show the size and location of all plants, and ensure sufficient depth and soil volume for trees and green roofs.

Trash Collection
A designated trash room is provided at the ground floor of the building adjacent to the drive aisle. The trash room is located and is fully enclosed so that it is not visible from public view from the street. Service providers will access the trash area from the drive aisle that enters off of Eubank Avenue. Therefore, trash collection will not affect circulation for surrounding properties.

c. The residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.

The proposed project provides recreational and service amenities that will improve habitability for the residents and minimize any impacts on neighboring properties. The project will provide 3,482 square feet of supportive services in the form of a community room and related administrative offices. Common open space is provided in the form of a 4,768 square foot open space amenity area along the Eubank Avenue frontage. The open space area includes a BBQ, tables and chairs, permeable interlocking pavers, trellis, and plant materials. Therefore, the proposed project provides sufficient recreational and service amenities for its residents, minimizing any impacts on neighboring properties.

14. Supportive Housing Project Findings. In accordance with Assembly Bill ("AB") 1197 (PRC Section 21080.27), a supportive housing project that qualifies for the following eligibility requirements in accordance with PRC Section 21080.27(a)(3) is statutorily exempt from CEQA:

a. The supportive housing development meets the eligibility requirements of any of the following:

a) Government Code Section 65650 (AB 2162); or
b) An Interim Motel Housing Project pursuant to Los Angeles Municipal Code (LAMC) Section 14.00 A.12; or
c) Qualified Permanent Supportive Housing pursuant to LAMC Section 14.00 A.13.

The project meets the eligibility requirements of Government Code Section 65650 (AB 2162), which refers to the following definition of "supportive housing" in Section 50675.14 of the California Health and Safety Code ("HSC"):

> *"Supportive housing" means housing with no limit on length of stay, that is occupied by the target population, and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community.*
>
> The project is a supportive housing project with no limit on length of stay, and will be restricted to occupancy by the target population as defined by HSC Section 50675.14(b)(3) for qualifying homeless individuals. On-site supportive services will be provided in conformance with the requirements of Proposition HHH funds.

In addition, the project complies with the following eligibility requirements of Government Code Section 65650:

> *(1) Units within the development are subject to a recorded affordability restriction for 55 years.*
>
> There will be 56 units in the project and all of them, except for the market-rate manager's unit, will be restricted to Very Low Income households, and covenanted as such for a period of 55 years.
>
> *(2) One hundred percent of the units, excluding managers' units, within the development are dedicated to lower income households and are receiving public funding to ensure affordability of the housing to lower income Californians. For purposes of this paragraph, "lower income households" has the same meaning as defined in Section 50079.5 of the Health and Safety Code.*
>
> The development will restrict 100 percent of units, excluding a manager's unit, that is 55 out of 56 units, for Very Low Income households, as defined by LAMC Section 11.5.11 and Health and Safety Code Section 50105.
>
> *(3) At least 25 percent of the units in the development or 12 units, whichever is greater, are restricted to residents in supportive housing who meet criteria of the target population. If the development consists of fewer than 12 units, then 100 percent of the units, excluding managers' units, in the development shall be restricted to residents in supportive housing.*
>
> The development will restrict 100 percent of units, excluding a manager's unit, that is 55 out of 56 units, to members of the target population.
>
> *(4) The developer provides the planning agency with the information required by Section 65652, which requires a developer of supportive housing subject to this article shall provide the planning agency with a plan for providing supportive services, with documentation demonstrating that supportive services will be provided onsite to residents in the project, as required by Section 65651, and describing those services, which shall include all of the following: (a) The name of the proposed entity or entities that will provide supportive services; (b) The proposed funding source or sources for the provided onsite supportive services; (c) Proposed staffing levels.*

The developer has provided to the Department of City Planning a plan for providing supportive services (see Exhibit G). The plan identifies an organization called The People Concern as the provider for supportive services. The Los Angeles County Department of Health Services will provide funding in the amount of $297,000 per year for Intensive Case Management Services. The staffing levels will include one clinical case manager/team lead, one clinical case manager, one case manager, one clinical supervisor, and one program manager, equivalent to 144 hours per week, to administer services.

(5) Nonresidential floor area shall be used for onsite supportive services in the following amounts: (A) For a development with 20 or fewer total units, at least 90 square feet shall be provided for onsite supportive services; (B) For a development with more than 20 units, at least 3 percent of the total nonresidential floor area shall be provided for onsite supportive services that are limited to tenant use, including, but not limited to, community rooms, case management offices, computer rooms, and community kitchens.

The 56-unit project is required to provide at least 3 percent of the total nonresidential floor area for on-site supportive services, and is conditioned as such. The project will approximately 3,482 square feet for on-site supportive service areas, including offices, computer room, and community room, as shown in Exhibit "A".

(6) The developer replaces any dwelling units on the site of the supportive housing development in the manner provided in paragraph (3) of subdivision (c) of Section 65915.

Per the AB 2556 Determination completed by the Los Angeles Housing and Community Investment Department ("HCIDLA") dated January 3, 2019, no replacement affordable units are required.

(7) Units within the development, excluding managers' units, include at least one bathroom and a kitchen or other cooking facilities, including, at minimum, a stovetop, a sink, and a refrigerator.

All 56 units in the development will include a bathroom and full kitchen with a stovetop, sink, and refrigerator.

Therefore, the project is a supportive housing project that will meet the eligibility requirements of Government Code Section 65650, and is conditioned herein.

b. The supportive housing development is funded, in whole or in part, by any of the following:

a) The No Place Like Home Program (Part 3.9 (commencing with Section 5849.1) of Division 5 of the Welfare and Institutions Code); or
b) The Building Homes and Jobs Trust Fund (Health and Safety Code Section 50470); or
c) County of Los Angeles Measure H funds; or
d) City of Los Angeles Measure HHH funds; or
e) The City of Los Angeles Housing Impact Trust Fund.

The applicant has submitted a letter of funding commitment from the Los Angeles Housing + Community Investment Department dated October 22, 2018, demonstrating that the project will receive funds from the Proposition HHH Permanent Supportive Housing Loan Program (see Exhibit G).

Therefore, as a supportive housing project that meets the eligibility requirements of Government Code Section 65650 and has received funding from the City of Los Angeles Proposition HHH funds, the project qualifies for the CEQA exemption under AB 1197.

The Department of City Planning has determined that the proposed project is exempt from CEQA pursuant to Assembly Bill 1197, Public Resource Code Section 21080.27(a)(3) and 21080.27(b)(1). There is substantial evidence demonstrating that the project is consistent with the definition of Supportive Housing under Section 50675.14 of the Health and Safety Code, the project meets the eligibility requirements of Article 11 of Chapter 3 of Division 1 of Title 7 of the Government Code, and the project is funded, in part, by general bond obligations issues pursuant to Proposition HHH approved by the City of Los Angeles at the November 8, 2016, statewide general election. All actions to approve the Project were taken in furtherance of providing vitally needed Supportive Housing to house and serve the homeless in the City of Los Angeles.

The General Plan Amendment, Zone Change, and Site Plan Review granted herein is necessary to provide much needed supportive housing in this location based on the site's existing vacant and unutilized conditions and the site's proximity to neighborhood services including the Wilmington Senior Citizen Center, major corridor along Pacific Coast Highway, and public transit.

Environmental Findings

15. **Mitigated Negative Declaration**. A Mitigated Negative Declaration (ENV-2018-7330-MND) was prepared for the proposed project. On the basis of the whole of the record before the lead agency including any comments received, that there is no substantial evidence that the proposed project will have a significant effect on the environment. The attached Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis. The records upon which this decision is based are with the Project Planning Division of the Planning Department in Room 721, 200 North Spring Street.

16. **Statutory Exemption**. Pursuant to Assembly Bill 1197 and PRC Section 21080.27, a supportive housing project that satisfies the requirements of PRC Section 21080.27(a)(3) is Statutorily Exempt from the California Environmental Quality Act ("CEQA").

17. **Flood Insurance**. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, areas determined to be outside the 0.2% annual chance floodplain.

PUBLIC HEARING AND COMMUNICATIONS

PUBLIC HEARING

The public hearing was held on November 8, 2019 at approximately 11:00 a.m. at the Wilmington Senior Citizen Center at 1371 Eubank Avenue, Wilmington, CA 90744. The hearing was conducted by the Hearing Officer, Connie Chauv, on behalf of the City Planning Commission in taking testimony for Case No. CPC-2018-7329-GPAJ-ZCJ-SPR and ENV-2018-7330-MND. All interested parties were invited to attend the public hearing at which they could listen, ask questions, or present testimony regarding the project. The purpose of the hearing was to obtain testimony from affected and/or interested parties regarding this application. Interested parties are also invited to submit written comments regarding the request prior to the hearing. The environmental impact analysis was among the matters to be considered at the hearing.

The public hearing was attended by the applicant (Suny Lay Chang and Cody Snyder) and approximately 130 members from the community. Approximately 55 speaker cards were submitted for the hearing, including 12 speaker cards marked in support of the project and 21 in opposition of the project. A representative from the Council District 15 Office (Aksel Palacios) was also present and spoke in support of the project.

Applicant Presentation. The applicant's representative described the site location, project description, services provided, and tenant selection process.

- LINC is a non-profit based in Long Beach working to strengthen underserved neighborhoods. They have provided homes for individuals and built 8,000 units over the past 35 years.
- There is a shortage of 520,000 homes. We are in a homelessness crisis. There was a 13 percent increase in homelessness in CD 15.
- They aim to be good neighbors and are responsible to the residents and community.
- They provide health screening services.
- They have tried to incorporate comments from the neighborhood.
- They have moved the building on-site to allow for neighbor privacy.
- The site is a challenging site that is long and skinny and adjacent to R1 neighborhoods. It has been a fallow site and undeveloped for 23 years and is underutilized.
- Others have tried to develop the site, which would otherwise allow 6 units, but it is cost-prohibitive to provide the roadway and infrastructure needed.
- They have worked with the Chamber of Commerce.
- The site has oil wells – six are capped up to current standards, and one is not capped to current standards. The applicant will bring to current-day standards.
- They are working with an environmental consultant to ensure all 6 are re-surveyed and leak tested, to make sure it is safe for construction for both residents and neighbors.
- The project will be for homeless seniors. Some are currently in cars.
- The project is not emergency housing or shelter housing or bridge housing. It is affordable supportive housing that will provide resident services.
- The project will provide 56 dwelling units, including one manager's unit, and will be 100% for homeless seniors.
- The project will provide a community room with additional seating and green space.
- The project will provide transportation services. The site is close to transit options within one-half mile radius.
- The project will provide 19 parking spaces, including 4 for staff. The project requires only one-third of the standard parking requirements. Seniors are less mobile.

- The project will be up to three stories in height, but varies from one story towards the street, and will be surrounded by parking and green space. Only a portion of the site needs the additional height.
- The project will maintain privacy for neighbors and residents by minimizing direct sight lines into neighboring yards. The project will provide Italian cypress trees as a screen and buffer, that will be 10-12 feet tall when planted and can grow up to 40 feet.
- The tenant selection process includes rigorous screening through the coordinated entry system with three levels including the Department of Health Services (program eligibility), property management (background check), and Housing Authority (background check).
- On-site security will be provided with property management and security cameras.

Comments in Opposition of the Project:

- The project should be re-located to other commercial or industrial areas in Wilmington, or other neighborhoods outside of Wilmington. There are already 3 bridge housing projects in our district.
- This is not the right spot for homeless housing since it is in a quiet, peaceful, and clean single-family neighborhood and is next to a school. This neighborhood is the Beverly Hills of Wilmington.
- The project will worsen the homelessness issue in the neighborhood. Buildings have been broken into and property stolen. They will make neighborhood unsafe by bringing in mental issues, infections, drugs and substance abuse, criminal activity, etc. Other cities dump homeless people here.
- If the project is at capacity, more homeless people will be on the street as they wait to move in.
- The project will not be equipped to help with mental illness. Some homeless people don't want help.
- DOGGR does not support the project because of the oil wells. It is not safe to build on top of the oil wells. The oil tanks should be pulled out. The site has remained undeveloped because of the oil wells. Safety and health issues will lead to bigger issues in the future. The Carousel project was similar and exposed residents to cancer risk.
- The project does not provide enough parking. 19 spaces is not enough for 55 units. People will need more parking spaces. They are not living by themselves and will have visitors. The city can't dictate that people can't have vehicles.
- The project should not have access from the cul-de-sacs. How will cars enter/exit from the site?
- Eubank Avenue has a lot of truck traffic. Ambulances and emergency vehicles will not be able to access the site because of the traffic. The project will increase the number of accidents.
- School children walk in this area in the morning. The project will not be safe for children. The principal of the school opposes the project.
- The 36-foot tall building will overlook into where we live and jeopardize our privacy and quality of life. The project will block our views and breeze. The project will be detrimental to the single-family homes.
- The project will not be safe. A safe building wouldn't need security cameras.
- Re-zoning is not consistent with the Community Plan or update. There is a lack of residential but plenty of commercial in the area.
- Seniors won't cross Eubank Avenue to access the senior center or neighborhood stores.
- The project will not be a good neighbor. It needs so many waivers. The project will not strengthen the neighborhood.
- The CEQA exemption is not sufficient. The project needs an EIR.

- We were not notified of the project. Neighborhood Council was not notified of the hearing. Wilmington Neighborhood Council opposed the project and submitted community impact statements.
- The people most affected by the project are against it. The project supporters don't live here.
- What happened to their other project in San Pedro? Did they relocate it here?
- Alpha Corporation was revoked of their accreditation in the past.

Comments in Support of the Project:

- The project is in Wilmington in SPA 8, which is 12% seniors.
- There has been a 24% increase in homelessness since 2018.
- The project will help homeless seniors achieve well-being.
- There was an emergency shelter built in Wilmington with 200 beds serving the immediate area, but seniors need a permanent place to live.
- The project will be a humane solution and give resources to support vulnerable homeless individuals.
- Homes in Wilmington are overcrowded because of the expenses.
- In 2014 they provided wellness activity center at Dana Strand.
- LINC has other comparable projects with similar demographics, and has an established track record of their services. They are a good partner to work with that provides complex residential services for people to grow and succeed. They will provide programs in this project too.
- The Wilmington Senior Citizen Center had to go through a five-year court battle because the community didn't want to remove green space and trees. They were able to finally open in 2002 to increase services for CD 15. Dozens of seniors here on a daily basis live in their cars because they can't afford rent. This is the same battle here.
- Seniors are on a fixed income. Landlords raise rents, and seniors are no longer able to afford their homes. They end up living on the streets and becoming homeless but need medical supplies.
- The site is currently a vacant underutilized property.
- Homelessness is a crisis, and is worse for older populations
- The project will provide beneficial on-site supportive services.
- There will be a background check at 3 levels.
- There is a 92 percent retention rate at supportive housing projects.
- Providing housing will take homeless individuals off the street and allow them to be productive community members with dignity.
- We should have compassion for homeless individuals.
- If we provide homes, they will no longer be homeless.
- We probably all know someone who is homeless, and we should want to help.
- The construction measures are baked in to the CEQA document.
- Wilmington Cemetery board has no official position for or against the project.
- Other cities are putting homeless housing near airports.

General Comments:

- Better rent control and rent stabilization is needed.
- More information is needed on how many people per bedroom and total, rent levels, public funds, ownership, who the units will be available to.
- What type of research has been done on the oil wells? What are the health risks?
- Where are the emergency exits? Do they exit onto the cul-de-sac? Where are emergency evacuation routes?
- Will they do background checks? How will they screen out criminals?
- The project should not be exempt from CUGU.

- We support housing for seniors, but not for homeless individuals.
- Homelessness is a complex issue. There are no perfect solutions, we need to reach a compromise
- Children, seniors, and homeless are most impacted by climate change.
- Homeless shelters are not safe and quiet.
- It is a beautiful building but should be built somewhere else.

Council District 15 Representative:

- Council Office is in support of the project.
- The city is in a housing crisis, and the most vulnerable population are homeless seniors.
- The project will assist with the housing crisis by building supportive housing and providing a place for homeless individuals to live, and will provide wrap-around services.

Applicant's Response to Comments:

- There is no vehicular access through Deepwater or either of the cul-de-sacs. All vehicular access will be from Eubank Avenue.
- The project will include a wall and landscaping to screen the project from the neighbors.
- Traffic was reviewed by LADOT, and they concluded that the project will have no traffic impact. Seniors generate approximately one-half of the standard traffic, and permanent supportive housing projects generate at approximately one-third.
- The project will be 100% for homeless seniors and covenanted as such.
- Once homeless individuals are housed, they are no longer homeless
- The applicant is not requesting any waivers from CUGU and will be in complete compliance.
- The project is not emergency housing, and not bridge housing. There needs to be a continuum of care for homeless individuals.
- There is a rigorous screening process since it is a publicly-funded project with the Department of Health Services, property management, and Housing Authority. There will be no violent offenders or sex offenders.
- The project will be financed by Ballot Measure HHH for construction funding, and Measure H for services.
- There is a 90% retention rate for permanent supportive housing, so people do not go back onto the street.
- The project will permanently be part of the community.
- The project will provide a total of 56 units, including 55 one-bedroom units, and 1 two-bedroom manager's unit. All supportive housing units are for single individuals.
- The project is restricted to 30 percent of the area median income, which is for individuals making approximately $21,000 in income.
- This is a coordinated entry system and will utilize vouchers.
- On-site management will include property manager, maintenance, and two case workers.
- Oil wells were capped in 1995 to standards at the time. The codes have changed since then, so 6 are to current standards, and 1 will need additional work. The project will include leak detection and surveys to bring to current standards.
- A Phase I environmental report indicates the site is clean.
- Construction timeline is approximately 20-24 months.
- Emergency access will include a hammerhead at the rear of the site
- There is a separate project in San Pedro – that is not being relocated to this site.

WRITTEN CORRESPONDENCE

Staff received approximately 31 emails and letters with comments regarding the project, including approximately 15 letters in opposition of the project and 12 letters in support of the project. The Wilmington Neighborhood Council submitted a letter in opposition of the project. Organizations including the Harbor Community Clinic, San Pedro United Methodist Church, Long Beach Gray Panthers submitted letters in support of the project. All written correspondence is provided in Exhibit E. The comments are summarized as follows:

Comments in Opposition of the Project:

- The site is doing drilling causing excessive dust caused by bulldozers with no water treatment to keep the dust down. Work is being done on a daily basis.
- This project would not benefit homeowners, who would not want the project in their backyard. There are other options. Other industrial areas can be re-zoned.
- We are concerned about the seven oil wells. The property has seven oil wells – one will have to be recapped. It is established by numerous sources that capped oil wells can and do leak. Once the property is built what happens to the other oil wells when they start to leak? If the wells are built over, there will be no access to the wells.
- Eubank Avenue has many big trucks going down that road. The project will make it even more dangerous with more traffic and cars. The street gets very backed up with a trucking and storage site on Eubank Avenue. Senior homeless housing would have more ambulance service needs, and the site will not be accessible because of traffic.
- Homeowners will be impacted with noise, on top of truckers, containers, railroads, and other industry traffic.
- It is not environmentally safe to build where there are oil wells.
- Students walk to and from high school in this neighborhood. This project will jeopardize children safety and public safety.
- There is a better location for this project. Other locations should be brought up. There are many other alternative sites to build senior homeless housing in the 90744 zip code. Homeless or bridge housing should not be built by any homes in 90744.
- This project has not been transparent to residents.
- The 500-foot radius notice is not sufficient for this type of project. More neighbors should have been notified.
- The owner, Warren Oil Co., has not properly cleaned up the location in photos submitted in September 2019.
- The project will depreciate family homes. Funding should be allocated to homeowners who will be negatively impacted by the project.
- There is continuous environmental and social injustice to Wilmington residents. There are negative stereotypes about the community about it being low-income and gang-infested and a dumping ground. Wilmington residents are rich in family, labor, and community pride, and it is a safe neighborhood.
- We have a beautiful view of eucalyptus trees at the State Historical Site of Phineas Banning Residence and Museum. The project will block our view, and will block breeze to our homes.
- The people who will be brought to this project will make it hard for residents to feel safe. Residents have the right to feel safe and not be exposed to violence, drugs, and other harmful elements that will surround them.
- While homelessness is a very real and unfortunate problem affecting a lot of people, it is also a chosen way of life for many others. Just because a building is put up for them does not mean they want to be in it or will stay there.

- The individuals that will be brought into this housing unit will likely have mental problems who need to be hospitalized instead of crammed into a project built in the middle of family residences. The project will create a hostile and dangerous environment.
- The site should be a dog park or kid's play area. We need more parking spaces for the cemetery.
- How many of these very low income units are being built in white rich neighborhoods across LA?
- There is not enough parking. Out of 19 spaces provided, 10 are for supportive service workers. Where will other tenants be parking their car?
- The 3-story building would look directly over my property and affect my privacy.
- This is a quiet single-family residential area. The amount of people and noise that will come from a 56-unit complex will greatly increase.
- Who will be living there? What is "very low income"? Are there age requirements or qualifications for those with medical needs, disabilities, addictions? How many residents to a room?
- The applicant requests over a 15 percent increase in the current maximum height allowed.
- The reduction in parking from 85 to 19 spaces is inadequate. There is no curbside parking adjacent or near the project site. There is no strategy on where people are to park.
- I do not agree with any interference of the cul-de-sacs in the neighborhood. The driveway that runs along the northern property line would need to create a right of way since there is none at this time.
- Remediation of one capped well is not enough to allow this project to go through. DOGGR's letter "categorically advises" against building over or impeding access to oil wells and advises there is a possibility that any well may start to leak.
- The requested zone change, parking exemption, height exemption, and zoning exemption, is allowing the developer to create their own pseudo-zoning system. The mass exemptions to our zoning creates a credible and real threat to our environment.
- The project is not consistent with the Wilmington Harbor City Community Plan, which prioritizes single-family homes and parking.
- The Housing Element has an objective for housing ownership, which is overlooked by the MND. Changing the R1 zoning to commercial overlooks this objective.
- The Housing Element objective for homeless housing has already been met by other homeless facilities slated in the area by bridge housing on Eubank, and permanent supportive housing on Banning, Marine, and Avalon.
- Emergency response and safety should be considered. The MND doesn't discuss how heavy traffic from hauling freight will effect emergency services. Eubank is part of a truck route and is backed up with semi-tractors/trailers throughout the day. There would be no way for an ambulance or fire truck to get to this location.
- The developer mislead the community when they stated that it would be homeless senior housing. Only half the housing will be for seniors; the other half has not been disclosed.
- The project is not aesthetically consistent for the area. There are only two buildings of this size in the area, and both are on major thoroughfares and provide parking.
- The MND does not state whose qualify of life is to be improved. It won't improve the quality of life for residents who live in the area because of the property issues, loss of privacy, trash, and environmental hazards.
- Residents who live at the property will be subject to environmental hazards because of the exhaust of semi-tractors on Eubank, will be denied emergency services because of truck traffic, and will lose their vehicles by towing.

An online petition dated June 7, 2019 was submitted to the case file with approximately 131 signatures and the following comments:

- We the stakeholders of Wilmington object to the proposed project. The project is located in an R1 residential area and is not equipped to handle such a large project. Wilmington stakeholders have been trying to preserve and expand current R1 housing, not decrease it. R1 housing stock in Wilmington is already below average compared to other communities in the area. We request the rezone be denied, and request any other projects seeking to change R1 zoning be denied.

The Wilmington Neighborhood Council submitted a letter dated October 22, 2019 expressing opposition to the project, with the following concerns:

- There are seven oil wells on the property. One of them will have to be recapped, but even capped oil wells can leak. A housing development on the Carousel Tract was built on top of several capped oil wells that leaked and residents had to be evacuated and their homes cleaned of contamination. The project will devastate the community and the homeowners nextdoor.
- The project goes against the Wilmington Harbor City Community Plan Page I-4 to maintain the low-density character of single-family neighborhoods and protect them from incompatible uses. The Community Plan has less single-family homes than most communities.
- We need to preserve R1 zoning. The project would fit better on commercial corridors such as Anaheim Street which would not need to be rezoned.
- We have concerns about parking and traffic. 19 parking spaces are proposed, including 10 parking spaces for staff, 1 parking space for the manager, and 8 parking spaces for 55 residents. Both Eubank Avenue and Pacific Coast Highway prohibit parking. The project will worsen the parking issue.
- There is inconsistent information about who will occupy these units, and if it is strictly for homeless seniors or only 50% for homeless seniors.
- The project is not aesthetically appealing and will be one of three largest buildings in our community. The project will strip all surrounding residents of their privacy as tenants will be able to peer in the surrounding residents' yards with an unobstructed view. The project will tower over all other structures.
- In 2017, the Wilmington Neighborhood Council filed three community impact statements opposing permanent supportive housing, bridge housing, and homeless housing of any kind.
- The councilmember has created his own process for community input and created a working group to collect information on homelessness in the community. The neighborhood council is the official elected body to voice for the stakeholders of the community, not the working group.
- The majority of the homelessness in the community have been brought here from surrounding communities. They are not individuals who experienced homelessness while once living here.
- The councilmember is rushing to have several homeless housing projects built in our community. The other locations are at 828 Eubank, 445 N. Avalon, and one at the 900 block of Marine.
- The Mayor's strategy for the homeless crisis is to have one bridge home in every district. We are getting three in our district, and are oversaturated with 100 percent supportive housing projects. Other districts are not being sacrificed like our community.
- We are already experiencing blight and environmental hazards from the Port pollution, port truck traffic, railroads, refineries, as well as noise pollution and soil contamination because of these factors. We are worried about the health impacts this will have.

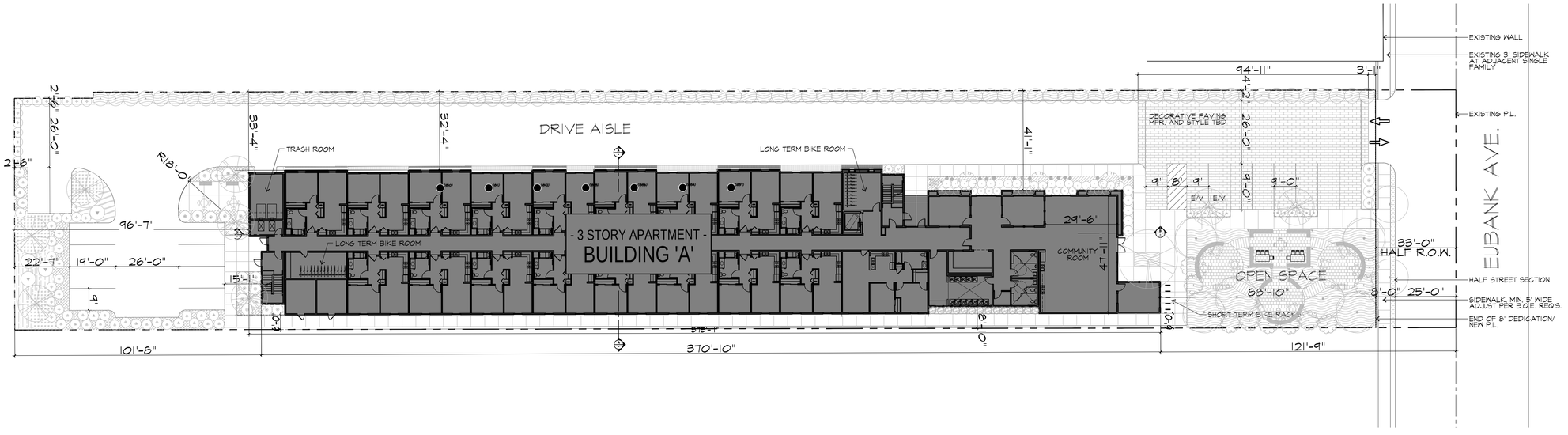
Comments in Support of the Project:

- The Wilmington community is experiencing a rise in homelessness, and the project will help to provide much-needed homes.
- We have toured various LINC apartment buildings and am confident this project will bring quality apartment homes to the Wilmington community, and supportive and life-enhancing services and programming to help vulnerable residents achieve stability and well-being.
- The site's proximity to the Wilmington Senior Center, public transportation, and other amenities will be an asset to future residents.
- Our current housing crisis is disproportionately impacting seniors and college students. The South Bay area is experiencing the highest rent increases in the nation. Building more affordable housing is one of the solutions to reduce the plight of those who are at risk of losing their housing or have no housing at all.
- The greater Los Angeles region is facing a severe housing shortage. The project will provide much-needed affordable housing and reduce issues of displacement.
- The project is close to transit options. It is one block away from Torrance Transit Line 3, which runs between Redondo Beach and Long Beach, with connections to the Metro Blue Line and stops at a shopping center and medical centers. It is across the street from the DASH Wilmington, the Banning Museum, and a senior center, and is blocks from a high school.
- Los Angeles is experiencing a homelessness and housing affordability crisis. We have a shared responsibility to help people out of homelessness through the creation of supportive housing.
- The project will allow our homeless senior neighbors to achieve stability and well-being in a stable, secure environment.

EXHIBIT A

PROJECT PLANS

CPC-2018-7329-GPAJ-ZCJ-SPR



SITE INFORMATION:

GROSS AREA:	56,060 Sq. Ft., 1.29 ACRES
APN:	7422-023-047
ADDRESS:	1424 DEEPWATER AVENUE LOS ANGELES, CA
CURRENT ZONE:	R1-1XL-O-CUGU
PROPOSED ZONE:	C2-1XL-O-CUGU
CURRENT GEN. PLAN DESIG.:	LOW RESIDENTIAL
PROPOSED GEN. PLAN DESIG.:	GENERAL COMMERCIAL
ALLOWABLE UNITS:	1/400 Sq. Ft. (C2 ZONE) = 140 UNITS
PROPOSED UNITS:	56 UNITS
ALLOWABLE DENSITY:	108.2 DU/Acre (145 UNITS)
PROPOSED DENSITY:	41.8 DU/Acre (56 UNITS)
ALLOWABLE AREA:	56,060 Sq. Ft. x 1.5 FAR = 84,090 Sq. Ft. (C2-1XL)
ALLOWABLE HEIGHT:	45 Ft. (C2-1VL) = 35'-11" (PROPOSED) LAMC SEC. 11.5.11(e)
ROOF AREA:	18,150 SF (15% = 2,723 SF)
PROPOSED SOLAR AREA:	2,814 SF

BUILDING COUNT:

BUILDING "A" (3 STORIES) - (55) 1-BDRMS, (1) 2-BDRM, AND COMMUNITY ROOM W/ LAUNDRY	1 BLDG
TOTAL BUILDING COUNT:	1 BLDG

UNIT MIX:

PLAN 1: 1BR/1BA (618 Sq. Ft.):	55 UNITS
PLAN 2: 2BR/1BA (891 Sq. Ft.):	1 UNIT
TOTAL	56 UNITS

PARKING:

REQUIRED :	(56 x 0.3 = 16.5) 17 SPACES LAMC SEC. 11.5.11(e), AB-744
PROVIDED:	19 SPACES (2 ADA)

BICYCLES:

LONG TERM REQUIRED:	FIRST 25 UNITS, 1 PER UNIT (25) REMAINING UNITS, 1 PER 15 UNITS (20.7) 46 (LAMC 12.21 A.16)
LONG TERM PROVIDED:	48 SPOTS
SHORT TERM REQUIRED:	FIRST 25 UNITS, 1 PER 10 UNITS (2.5) REMAINING UNITS, 1 PER 15 UNITS (2.1) 5 (LAMC 12.21 A.16)
SHORT TERM PROVIDED:	5 SPOTS

OPEN SPACE:

REQUIRED:	100 Sq. Ft./1 BDRM AND 125 Sq. Ft./2 BDRM TOTAL = 5625 Sq. Ft.
PROVIDED:	1,468 Sq. Ft. COMMUNITY RM. (24%) 4,738 Sq. Ft. OPEN SPACE (76%) 6,206 Sq. Ft. TOTAL OPEN SPACE
LANDSCAPED AREA:	1,406.25 Sq. Ft. MINIMUM EQUALS 25% OF COMMON OPEN SPACE REQUIRED

SETBACKS:

	WEST (REAR)	NORTH (SIDE)	SOUTH (SIDE)	EAST (FRONT)
REQUIRED	15 FT	6 FT	6 FT	0 FT
PROVIDED	96 FT	32 FT	6 FT	86 FT

F.A.R. CALCULATIONS:

1st	
Residential	12,988 Sq. Ft.
Laundry	432 Sq. Ft.
Corridor/Hallway	2,061 Sq. Ft.
Support Spaces	1,181 Sq. Ft.
Community Rm/Offices	3,482 Sq. Ft.
Total 1st Floor	20,144 Sq. Ft.
2nd	
Residential	12,865 Sq. Ft.
Corridor/Hallway	1,802 Sq. Ft.
Support Spaces	862 Sq. Ft.
Total 2nd Floor	15,529 Sq. Ft.
3rd	
Residential	12,865 Sq. Ft.
Corridor/Hallway	1,802 Sq. Ft.
Support Spaces	862 Sq. Ft.
Total 3rd Floor	15,529 Sq. Ft.

BUILDING AREA:

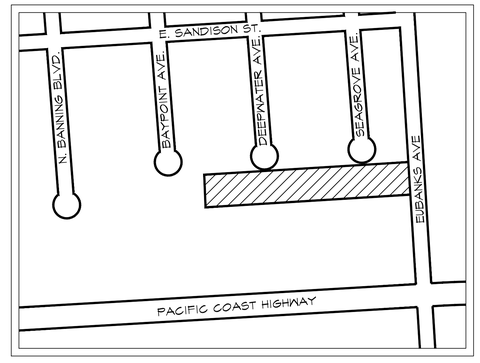
FIRST FLOOR:	20,144 Sq. Ft.
SECOND FLOOR:	15,529 Sq. Ft.
THIRD FLOOR:	15,529 Sq. Ft.
TOTAL FAR:	51,202 Sq. Ft.
PROPOSED FAR:	51,202 / 56,060 = 0.92
ALLOWABLE FAR (1.5):	56,060 Sq. Ft. x 1.5 FAR = 84,090 Sq. Ft. (C2-1VL)

SHEET INDEX

A-1	SITE PLAN
A-2	OPEN SPACE PLAN
A-3	UNIT PLANS
A-4	COMMUNITY ROOM PLAN
A-5	BLDG. COMPOSITES
A-6	ROOF PLAN
A-7	EXTERIOR ELEVATIONS
A-8	SECTIONS
A-9	CONCEPTUAL RENDERING
A-10	CONCEPTUAL RENDERING
A-11	CONCEPTUAL RENDERING
A-12	LINE OF SIGHT EXHIBIT
L-1	PLANTING PLAN

LEGEND

(WELL #) ABANDONED OIL WELL



VICINITY MAP (Not to Scale)

NOTES:
1. NO PHOTOVOLTAIC PANELS PROPOSED.
2. THIS IS A PUBLICLY FUNDED HOUSING PROJECT AND MUST COMPLY WITH CALIFORNIA BUILDING CODE CHAPTER 11B.

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Conceptual Site Plan

Wilmington Apts.

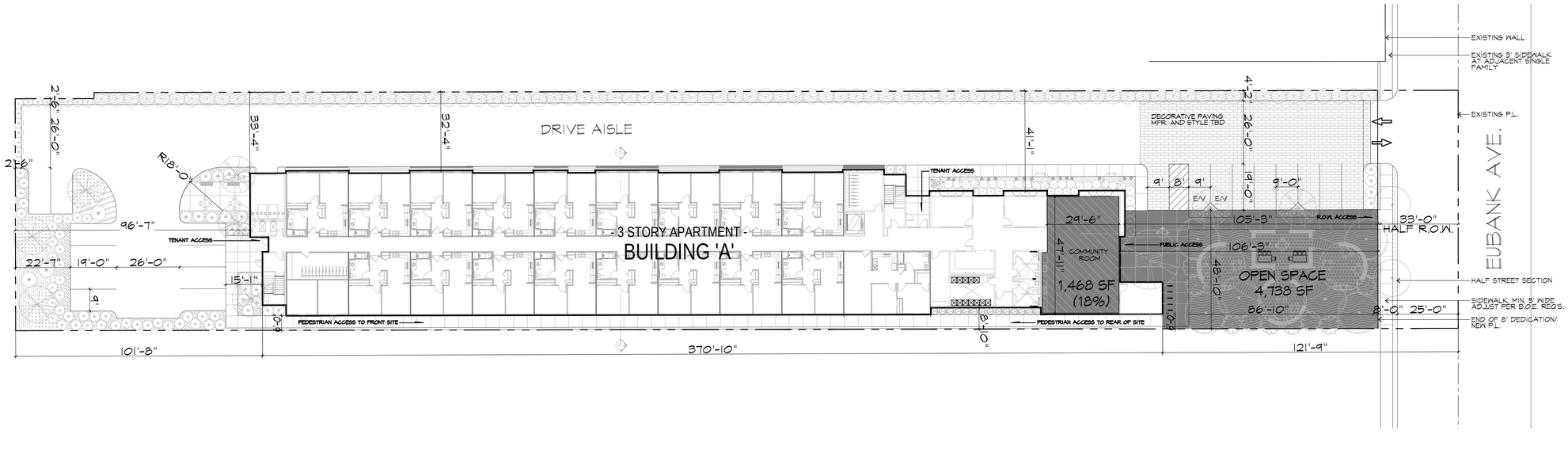
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Long Beach, CA 90807
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San Juan Capistrano, CA
949.230.4537

SHEET A-1

11.06.2018, 01.09.2019, 03.06.2019, REV. 05.08.2019, REV. 06.03.2019, REV. 11.18.2019



SITE INFORMATION:

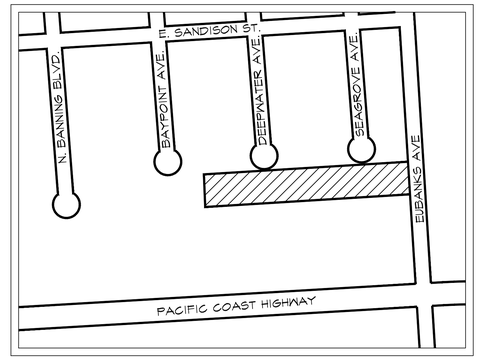
GROSS AREA:	56,060 Sq. Ft., 1.29 ACRES
PROPOSED DENSITY:	41.8 DU/Acre (56 UNITS)
APN:	7422-023-047
ADDRESS:	1424 DEEPWATER AVENUE LOS ANGELES, CA
CURRENT ZONE:	RI-1XL-O-CUGU
PROPOSED ZONE:	C2-1XL-O-CUGU
CURRENT GEN. PLAN DESIG.:	LOW RESIDENTIAL
PROPOSED GEN. PLAN DESIG.:	GENERAL COMMERCIAL
ALLOWABLE UNITS:	1/400 Sq. Ft. (C2 ZONE) = 140 UNITS
ALLOWABLE AREA:	56,060 Sq. Ft. x 1.5 FAR = 84,090 Sq. Ft. (C2-1VL)
ALLOWABLE HEIGHT:	45 Ft. (C2-1VL) = 35'-11" PROPOSED

OPEN SPACE:

REQUIRED:	100 Sq. Ft./1 BDRM AND 125 Sq. Ft./2 BDRM TOTAL = 5,625 Sq. Ft.
PROVIDED:	1,468 Sq. Ft. COMMUNITY RM. (24%) 4,738 Sq. Ft. OPEN SPACE (76%) 6,206 Sq. Ft. TOTAL OPEN SPACE
LANDSCAPED AREA:	1,406.25 Sq. Ft. MINIMUM EQUALS 25% OF COMMON OPEN SPACE REQUIRED

SETBACKS:

	WEST (REAR)	NORTH (SIDE)	SOUTH (SIDE)	EAST (FRONT)
REQUIRED	15 FT	6 FT	6 FT	0 FT
PROVIDED	96 FT	32 FT	6 FT	86 FT



VICINITY MAP (Not to Scale)

Conceptual Open Space Plan

Wilmington Apts.

Los Angeles, CA

NOTES:
1. NO PHOTOVOLTAIC PANELS PROPOSED.
2. THIS IS A PUBLICLY FUNDED HOUSING PROJECT AND MUST COMPLY WITH CALIFORNIA BUILDING CODE CHAPTER 11B.

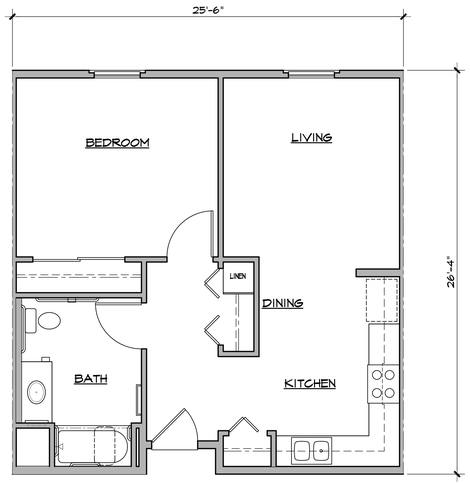
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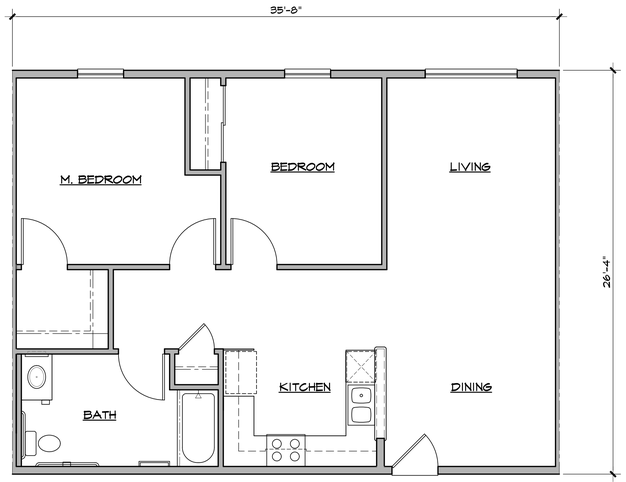
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SHEET A-2

11.06.2018, 01.09.2019, 03.06.2019, REV. 05.08.2019, REV. 06.03.2019, REV. 11.18.2019



Plan 1 - 618 Sq. Ft.



Plan 2 - 891 Sq. Ft.

Floor Plans

Wilmington Apts.

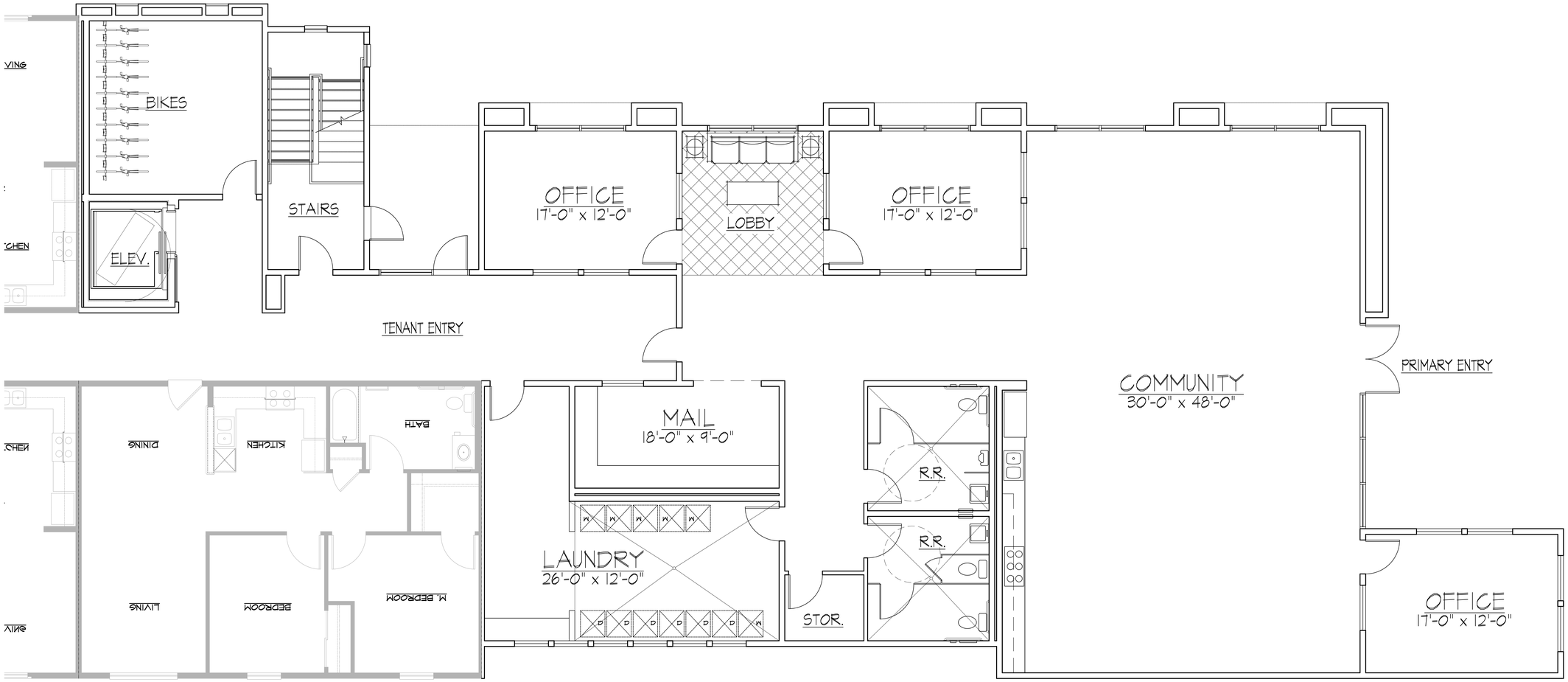
Los Angeles, CA

0 2 4 8

Scale: 1/4" = 1'-0"

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Community Room - Approx. 3,500sf

6 Washers/ 6 Dryers

Floor Plans

Wilmington Apts.

Los Angeles, CA

0 2 4 8

Scale: 1/4" = 1'-0"

Linc Community Development Corp.

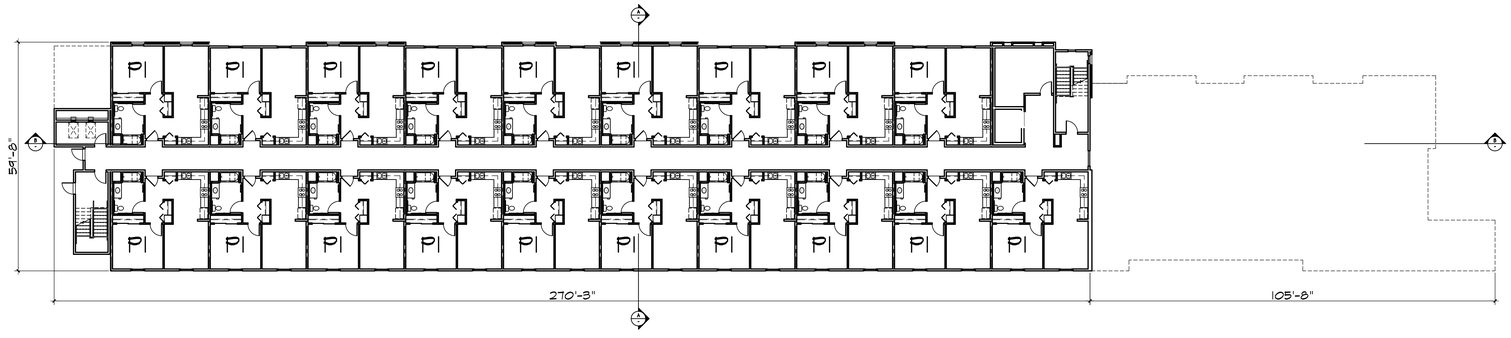
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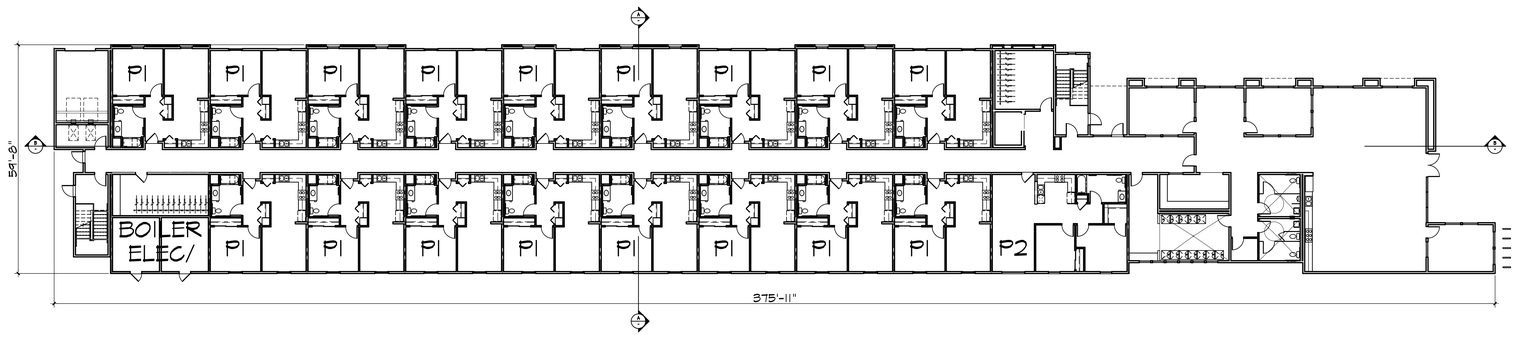
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SHEET A-4

11.06.2018, 01.09.2019, 03.06.2019, REV. 05.08.2019, REV. 06.03.2019, REV. 11.18.2019



Second & Third Floor (similiar) - Building Composite



First Floor - Building Composite

Floor Plans

Wilmington Apts.

Los Angeles, CA

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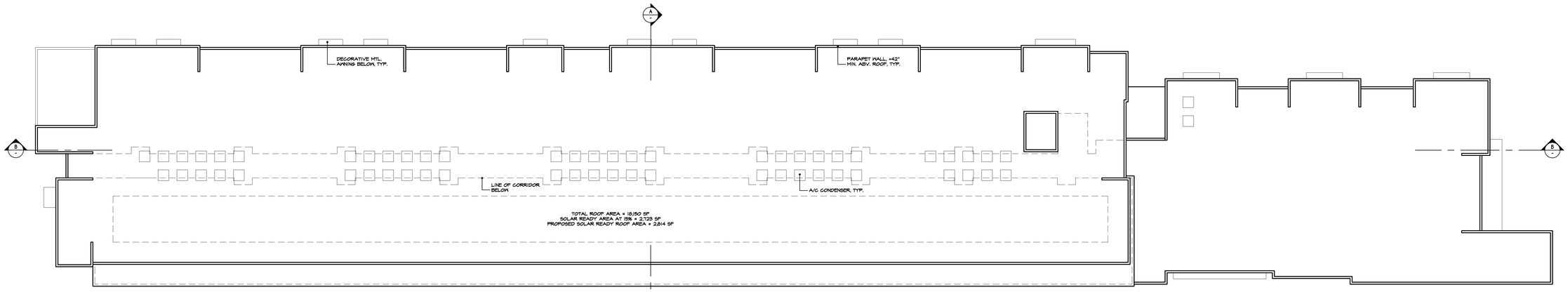
Scale: 3/32" = 1'-0"

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SHEET A-5

11.06.2018, 01.09.2019, 03.06.2019, REV. 05.08.2019, REV. 06.03.2019, REV. 11.18.2019





Roof Plan

Roof Plan

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0 16
8 32

Scale: 3/32" = 1'-0"

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SHEET
A-6

11.06.2018, 01.09.2019, 03.06.2019, REV. 05.08.2019, REV. 06.03.2019, REV. 11.18.2019



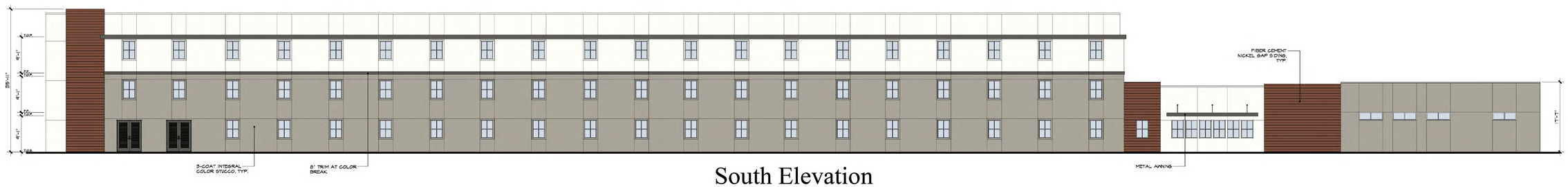
North Elevation



East Elevation



West Elevation



South Elevation

Color & Material Matrix

Base Stucco	Accent Stucco	Siding	Awnings	Metal Louvers	Roof Caps/Trim	Doors/Vents
						
Crystal White 50 (79)	Sweet Grass 3012L (39)	DEA157 Cellar Door	DET628 Charcoal Sketch	DET628 Charcoal Sketch	DET628 Charcoal Sketch	DET628 Charcoal Sketch

PAINT MANUFACTURER: Dunn Edwards

STUCCO MANUFACTURER: LaHabra

SIDING MANUFACTURER: Boral - Nickel Gap Siding (or similar)

0 16 8 32

Scale: 3/32" = 1'-0"

Exterior Elevations

Wilmington Apts.

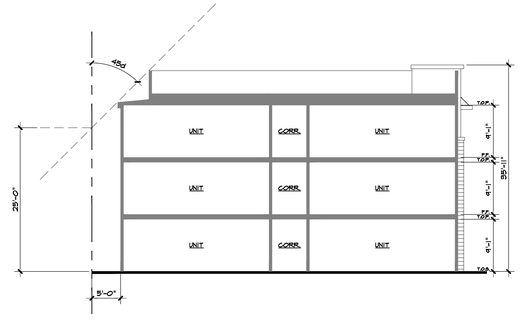
Los Angeles, CA

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3590 Elm Ave.
Long Beach, CA 90807
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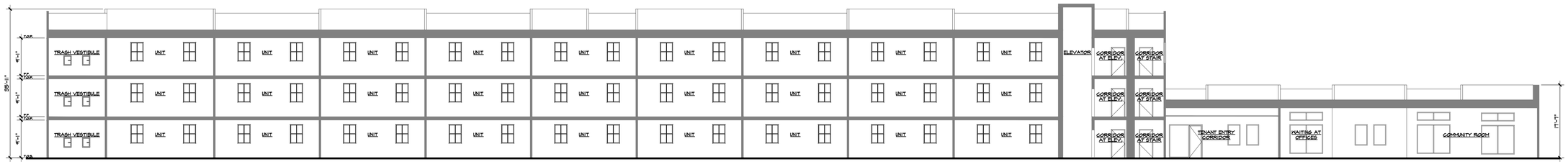
Design & D33 Planning
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San Juan Capistrano, CA
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SHEET A-7

11.06.2018, 01.09.2019, 03.06.2019, REV. 05.09.2019



Section A



Section B

Sections

Wilmington Apts.

Los Angeles, CA

0 16
8 32

Scale: 3/32" = 1'-0"

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Design & D33 Planning
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San Juan Capistrano, CA
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SHEET A-8

11.06.2018, 01.09.2019, 03.06.2019, REV. 05.08.2019, REV. 06.03.2019, REV. 11.18.2019



Conceptual Rendering - A

Wilmington Apts.

Los Angeles, CA

Linc Community Development Corp.
3590 Elm Ave.
Long Beach, CA 90807
562.684.1120

Design & D33 Planning
31866 Camino Capistrano
San Juan Capistrano, CA
949.230.4537

SHEET
A-9

05.20.2019



Conceptual Rendering - B

Wilmington Apts.

Los Angeles, CA

Linc Community Development Corp.

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Long Beach, CA 90807
562.684.1120

Design & D33 Planning

31866 Camino Capistrano
San Juan Capistrano, CA
949.230.4537

SHEET A-10

05.20.2019



Conceptual Rendering - C

Wilmington Apts.

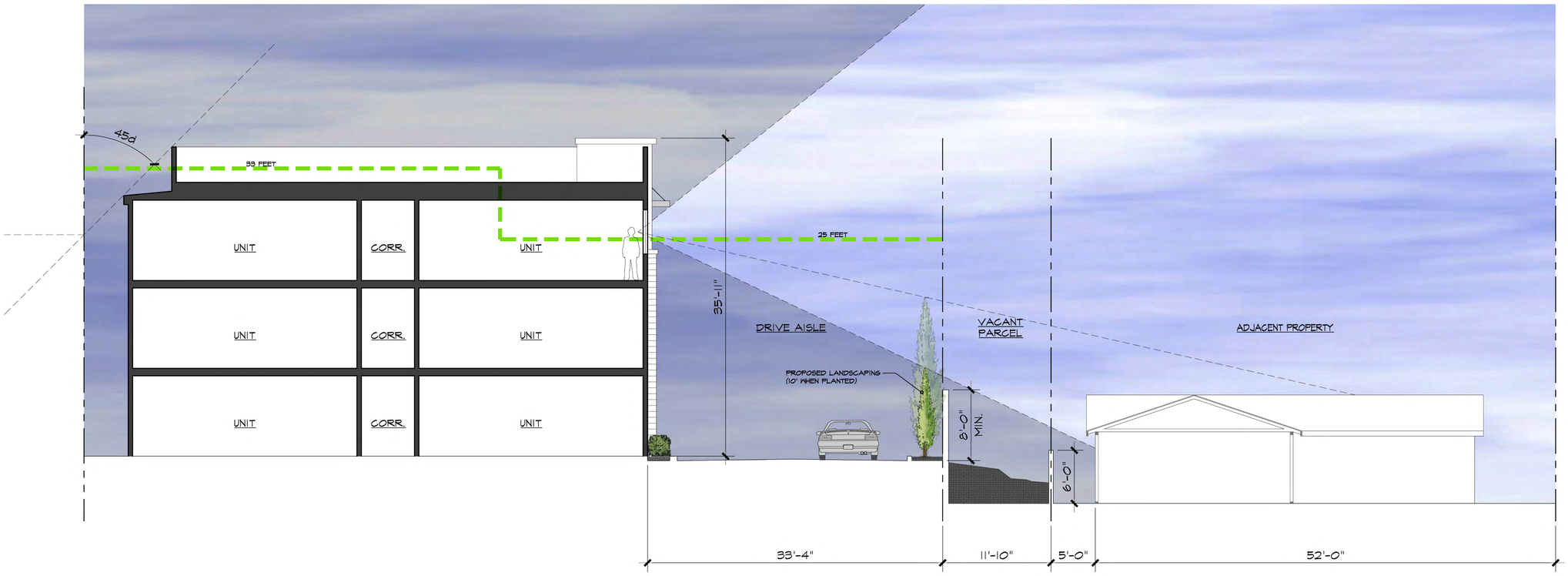
Los Angeles, CA

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Long Beach, CA 90807
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San Juan Capistrano, CA
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SHEET A-11

05.20.2019



Line of Sight

0 4 8 12

Scale: 3/16" = 1'-0"

Exhibit

Wilmington Apts.

Los Angeles, CA

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San Juan Capistrano, CA
949.230.4537

SHEET A-12

11.06.2018, 01.09.2019, 03.06.2019, REV. 05.08.2019, REV. 06.03.2019, REV. 11.18.2019

TREE LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE
	* Acacia stenophylla	Shoestring Acacia	24"box
	* Geijera parviflora	Australian Willow	24"box
	* Cupressus s. 'Glauca'	Italian Cypress	15-gal
	Podocarpus henkelii	Henkel's Yellowwood	24"box
	* Quercus agrifolia	Coast Live Oak	24"box
	Lagerstroemia indica	Crape Myrtle	24"box

* Low water

All trees to be planted with commercial root barriers.
3" deep shredded Cedar bark to spread between plants.

More than 75% of plant material is Low water

NOTE:
All groundcover areas where plants are 4'oc or greater to have 2 layers of geotextile fabric in 2 different directions geotextile fabric installed 3" below finished grade w/ 3" shredded bark above to eliminate weed growth.

NOTE:
Waterproofing and drains in planters by others.

Pavers by Belgard:
Series:
Holland 4"x8" color to be Almond w/ tumbled finish
Holland 4"x8" color to be Linen w/ tumbled finish
tel: 714.623.8464 Garrett Visser

SHRUBS AND GROUND COVER LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	SIZE
	* Aeonium 'Electra'		5-gal
	* Agave attenuata 'Variegata'		5-gal
	* Aloe striata		5-gal
	Bambusa oldhamii	Oldham Bamboo	5-gal
	* Carex c. 'Bronze Curls'	New Zealand Hair Sedge	5-gal
	* Dasylirion longissimum	Mexican Grass Tree	15-gal
	Distictis rivers	Royal Trumpet Vine	15-gal
	* Dodonea viscosa 'Purpurea'	Hopseed Bush	15-gal
	* Echeveria imbricate	Hen and Chick	5-gal
	* Elymus glaucus	Blue Wild Grass	5-gal
	* Hesperaloa parviflora	Red Yucca	5-gal
	* Juncus patens	Ca. Grey Rush	5-gal
	* Lantana m. 'Gold Rush'	Lantana	5-gal
	* Mahonia repens	Creeping Mahpnia	1-gal
	* Muhlenbergia dubia	Pine Muhly	5-gal
	* Muhlenbergia rigens	Deer Grass	5-gal
	* Myoporum p. 'Pink'	Pink Australian Racer	5-gal
	* Myrtus communis 'Compacta'	Myrtle	5-gal
	* Rosmarinus o.'Benenden Blue'	Rosemary	5-gal
	* Sedum cauticola	Cliff Stonecrop	1-gal
	* Sedum reflexum 'Blue Spruce'		1-gal
	* Solanum xanti	Chaparral Nightshade	1-gal


Pavers


Trash


Bench


Table


Chair


Cupressus s. 'Glauca' / Italian Cypress


Acacia stenophylla / Shoestring Acacia


Dasylirion longissimum / Mexican Grass Tree


Geijera parviflora / Australian Willow


Podocarpus henkelii / Henkel's Yellowwood


Quercus agrifolia / Coast Live Oak


Echeveria imbricate / Hen and Chick
Aeonium 'Electra'
Agave attenuata 'Variegata'
Aloe striata
Carex c. 'Bronze Curls' / New Zealand Hair Sedge
Carex flacca / Blue-green Sedge
Carpenteria californica / Bush Anemone
Dodonea v. 'Purpurea' / Hopseed Bush
Elymus glaucus / Blue Wild Grass
Hesperaloa parviflora / Red Yucca
Distictis rivers / Royal Trumpet Vine
Bambusa oldhamii / Oldham Bamboo


Lantana m. 'Gold Rush' / Lantana
Muhlenbergia dubia / Pine Muhly
Mahonia repens / Creeping Mahonia
Muhlenbergia rigens / Deer Grass
Myoporum p. 'Pink' / Pink Australian Racer
Juncus patens / Ca. Grey Rush
Rosmarinus o. 'Benenden Blue' / Rosemary
Sedum cauticola / Cliff Stonecrop
Sedum reflexum 'Blue Spruce'
Senecio mandraliscae
Solanum xanti / Chaparral Nightshade



Landscape Points		
Total square footage		58,160.00 sf
Total number of points required for site		30
Detail of points	Points Claimed	Reference
Parkway planting not lawn (334sf)	21	L-1
Vines on walls	10	L-1
TOTAL POINTS	31	

Water Management Points		
Total square footage of site		58,160.00 sf
Total number of points required for site		400
Detail Of Points	Points Claimed	
Points 2 per plant 466 plants	932	L-1
TOTAL POINTS	932	

REVISIONS	DATE
1.	2.25.19
2.	5.9.19
3.	11.19.19
4.	11.21.19
5.	
6.	
7.	
8.	
9.	

YAEL Lir
ASLA
Yael Lir Landscape Architects
1010 Sycamore Ave. Suite 313
South Pasadena, CA 91030
Tel 323.258.5222
Fax 323.258.5333
yael@yaellir.com

1424 DEEPWATER AVE.
LOS ANGELES, CA

PLANTING PLAN

LICENSED LANDSCAPE ARCHITECT
YAEL LIR 3171
Signature
12-31-19
Renewal Date
Date
STATE OF CALIFORNIA

DATE:	NOV. 21, 2018
SCALE:	1/16"=1'-0"
JOB NUMBER:	206418
DRAWN BY:	

L-1

EXHIBIT B

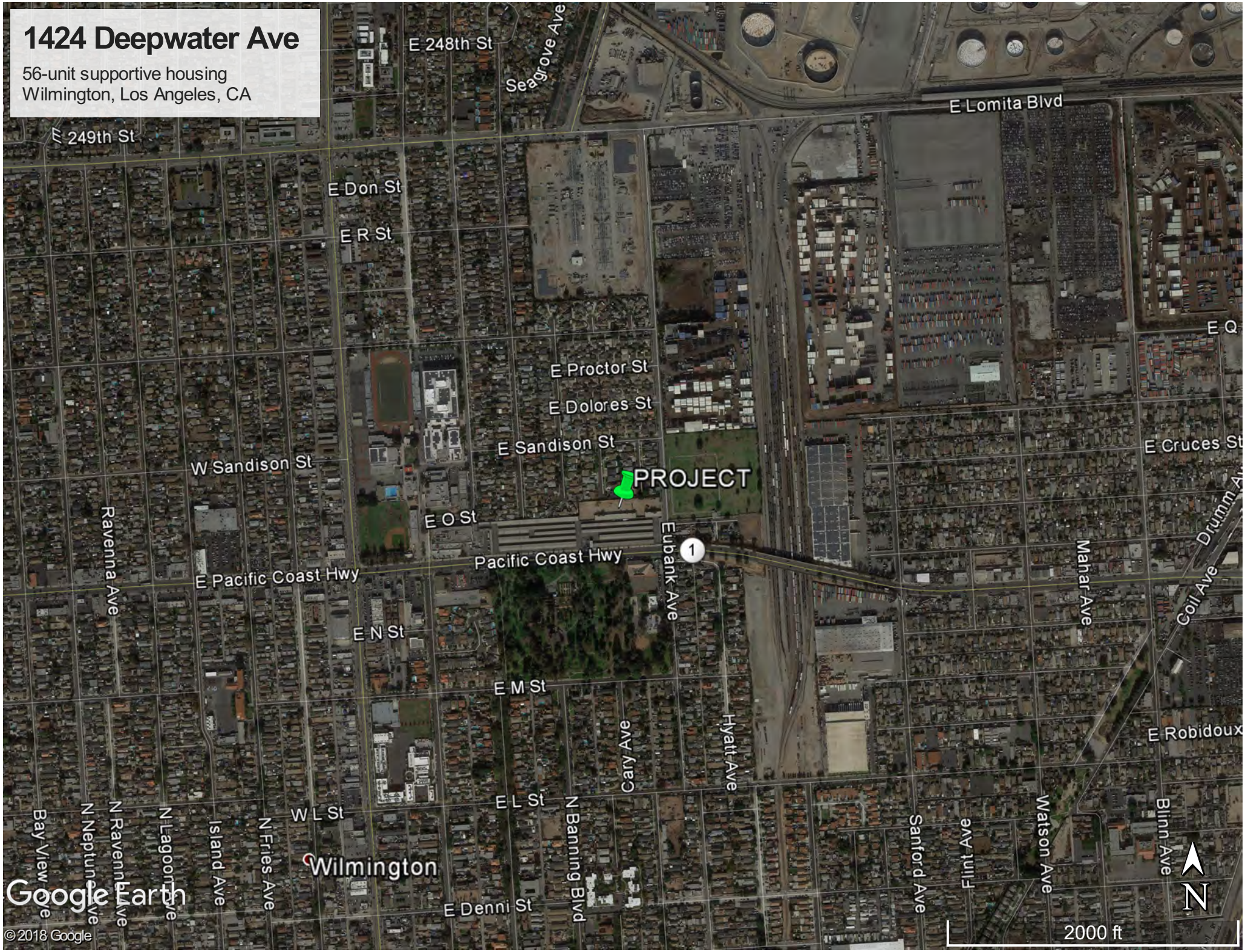
MAPS

B1 – Vicinity Map

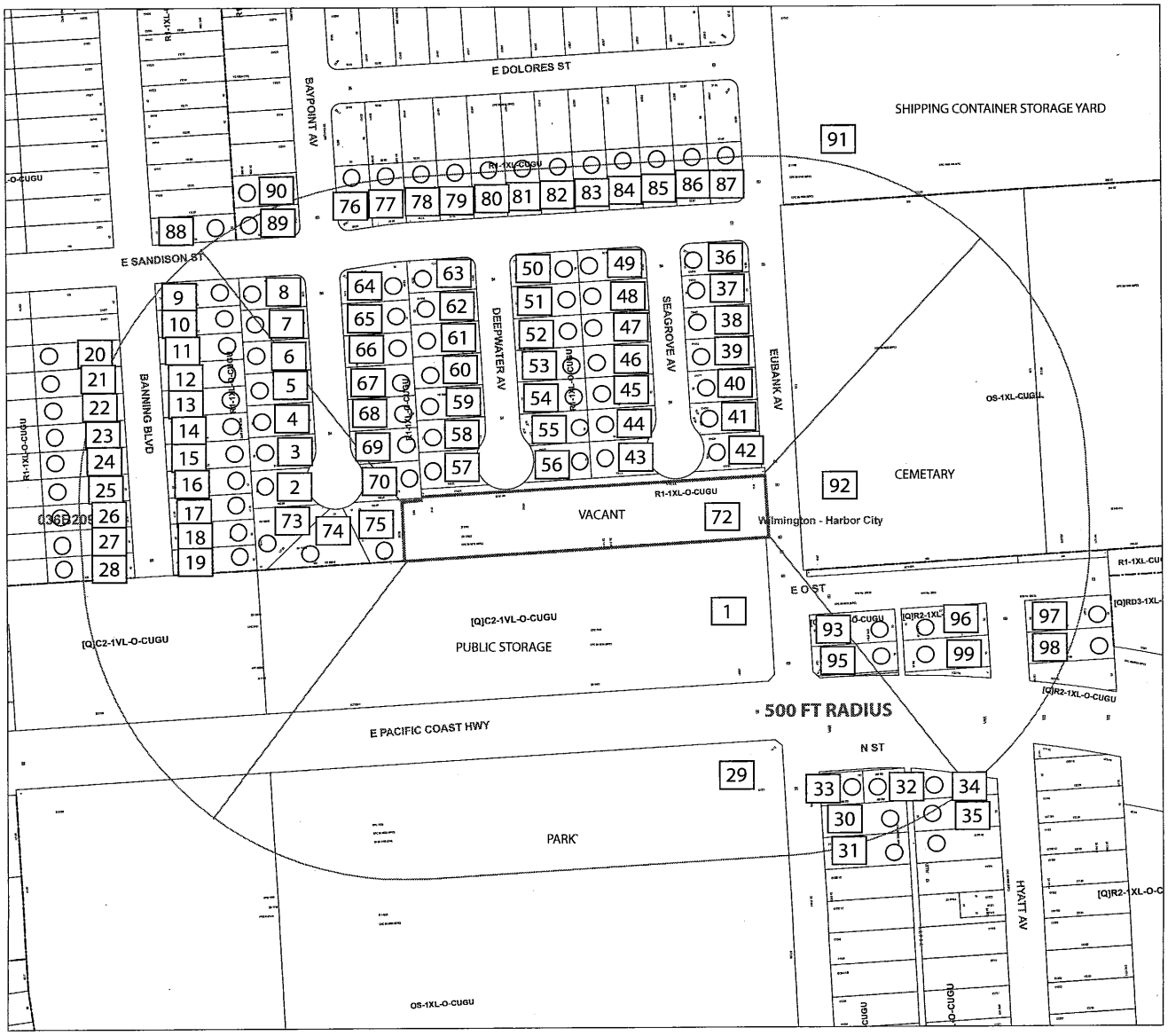
B2 – Radius Map

B3 – ZIMAS Parcel Profile Report

B4 – Aerial Map


1424 Deepwater Ave
56-unit supportive housing
Wilmington, Los Angeles, CA
E 248th St
Seagrove Ave
E Lomita Blvd
E 249th St
E Don St
E R St
E Proctor St
E Dolores St
E Sandison St
W Sandison St
PROJECT
E O St
Pacific Coast Hwy
E Pacific Coast Hwy
Ravenna Ave
Eubank Ave
E Cruces St
Mahar Ave
Coil Ave
E N St
E M St
Cary Ave
Hyatt Ave
E Robidoux
W L St
E L St
N Banning Blvd
Sanford Ave
Flint Ave
Watson Ave
Blinn Ave
Bay View Ave
N Neptune Ave
N Ravenna Ave
N Lagoon Ave
Island Ave
N Fries Ave
Wilmington
E Denni St
Google Earth
© 2018 Google
N
2000 ft

RADIUS MAP



LEGEND:

- ZONE BOUNDARY LINE
- LOT LINE
- LOT CUT LINE
- TRACT LINE
- CITY BOUNDARY LINE
- SELECTED PARCEL WITH RADIUS BUFFER
- # PARCEL ID
- SINGLE-FAMILY
- # MULTI-FAMILY & NUMBER OF UNITS

N

SCALE: 1" = 100'

SITE ADDRESS:

1424 N DEEPWATER AVE
LOS ANGELES CA 90744

APN:

7422-023-047

LEGAL DESCRIPTION:

WILMINGTON III ACRE RANGE 1.34 MORE OR LESS ACS COM N 86°24'40" E 229.44 FT FROM SE COR OF LOT 59 TRACT NO 1934 TH N 86°24'40" E 594.29 FT TH N 3°29' 40" W... SEE MAPBOOK FOR MISSING PORTION ...LOT 8

Community Plan Area	Wilmington - Harbor City
Area Planning Commission	Harbor
Neighborhood Council	Wilmington
Council District	CD 15 - Joe Buscaino
Census Tract #	2941.10
LADBS District Office	San Pedro

RADIUS:

500 FEET

PROPERTY OWNER(S):

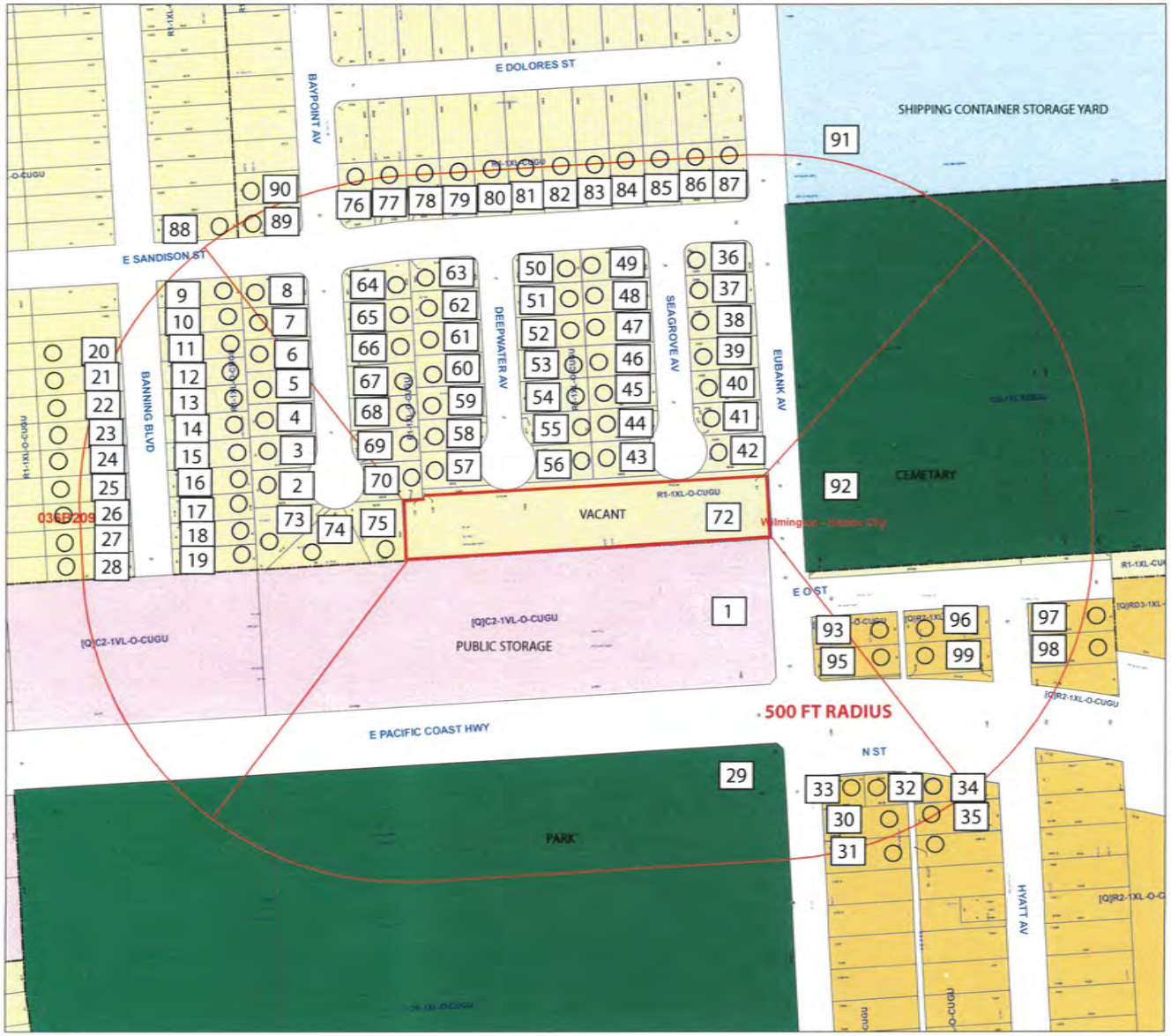
WARREN RESOURCES OF CA INC
400 OCEANGATE #200
LONG BEACH CA 90802

NPS + ASSOCIATES

Address: 396 W. Avenue 44
Los Angeles, CA 90065
Telephone: (323) 801-6393

Email: contact.npsassociates@gmail.com
Website: npsassociates.com

EXISTING WILMINGTON COMMUNITY PLAN



RADIUS MAP

LEGEND:

- ZONE BOUNDARY LINE
- LOT LINE
- LOT CUT LINE
- TRACT LINE
- CITY BOUNDARY LINE
- SELECTED PARCEL WITH RADIUS BUFFER
- PARCEL ID
- SINGLE-FAMILY
- MULTI-FAMILY & NUMBER OF UNITS
- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5
- CR, C1, C1.5, C2, C4, C5, CW, ADP, LASED, CEC, USC, PVSP, PPSP
- CM, MR, WC, CCS, UV, UI, UC, M1, M2, LAX, M3, SL
- P, PB
- PF

N

SCALE: 1" = 100'

SITE ADDRESS:
1424 N DEEPWATER AVE
LOS ANGELES CA 90744

APN:
7422-023-047

LEGAL DESCRIPTION:
WILMINGTON III ACRE RANGE 1.34 MORE OR LESS ACS COM N 86°24'40" E 229.44 FT FROM SE COR OF LOT 59 TRACT NO 1934 TH N 86°24'40" E 594.29 FT TH N 3°29' 40" W... SEE MAPBOOK FOR MISSING PORTION ...LOT 8

Community Plan Area	Wilmington - Harbor City
Area Planning Commission	Harbor
Neighborhood Council	Wilmington
Council District	CD 15 - Joe Buscaino
Census Tract #	2941.10
LADBS District Office	San Pedro

RADIUS:
500 FEET

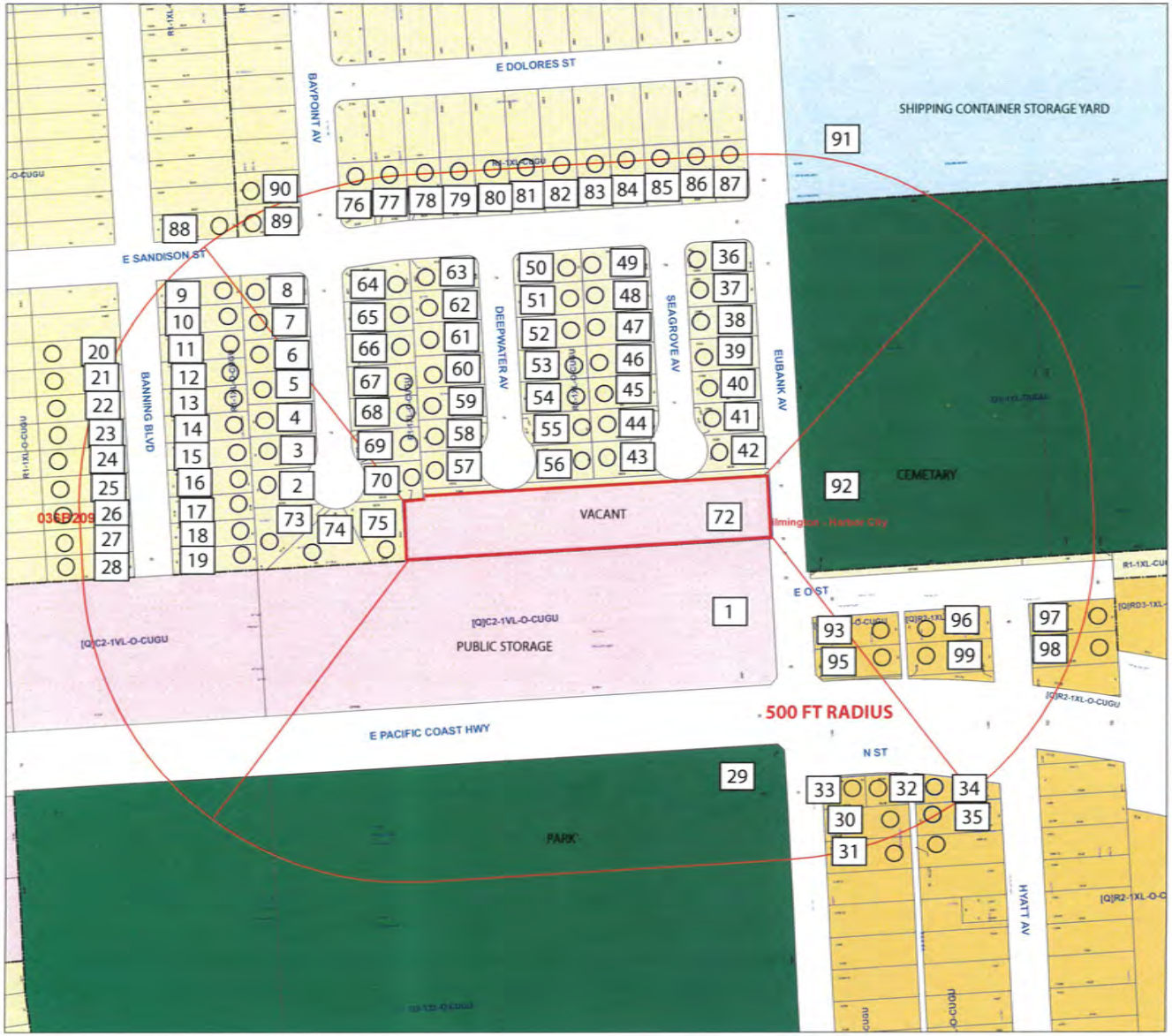
PROPERTY OWNER(S):
WARREN RESOURCES OF CA INC
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Email: contact.npsassociates@gmail.com
Website: npsassociates.com

REQUESTED WILMINGTON COMMUNITY PLAN



RADIUS MAP

LEGEND:

- ZONE BOUNDARY LINE
- LOT LINE
- LOT CUT LINE
- TRACT LINE
- CITY BOUNDARY LINE
- SELECTED PARCEL WITH RADIUS BUFFER
- PARCEL ID
- SINGLE-FAMILY
- MULTI-FAMILY & NUMBER OF UNITS
- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5
- CR, C1, C1.5, C2, C4, C5, CW, ADP, LASED, CEC, USC, PVSP, PPSP
- CM, MR, WC, CCS, UV, UI, UC, M1, M2, LAX, M3, SL
- P, PB
- PF

N

SCALE: 1" = 100'

SITE ADDRESS:
1424 N DEEPWATER AVE
LOS ANGELES CA 90744

APN:
7422-023-047

LEGAL DESCRIPTION:
WILMINGTON III ACRE RANGE 1.34 MORE OR LESS ACS COM N 86°24'40" E 229.44 FT FROM SE COR OF LOT 59 TRACT NO 1934 TH N 86°24'40" E 594.29 FT TH N 3°29' 40" W... SEE MAPBOOK FOR MISSING PORTION ...LOT 8

Community Plan Area	Wilmington - Harbor City
Area Planning Commission	Harbor
Neighborhood Council	Wilmington
Council District	CD 15 - Joe Buscaino
Census Tract #	2941.10
LADBS District Office	San Pedro

RADIUS:
500 FEET

PROPERTY OWNER(S):
WARREN RESOURCES OF CA INC
400 OCEANGATE #200
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Website: npsassociates.com

City of Los Angeles
Department of City Planning

11/13/2018
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
1424 N DEEPWATER AVE

ZIP CODES
90744

RECENT ACTIVITY
CPC-2018-6402-CPU
ENV-2011-364-EAF

CASE NUMBERS
CPC-7129
CPC-2015-1462-CA
CPC-2010-1238-CRA
CPC-2005-8252-CA
CPC-2005-3351-ICO
CPC-2003-2505-ICO
CPC-1986-833-GPC
ORD-184246
ORD-176859
ORD-175384
ORD-167239-SA1
ORD-167239
ORD-107677
ZA-21363
ZA-1956-14138
ZA-13822
TT-71197
ENV-2017-2502-CE
ENV-2015-1463-ND
ENV-2011-364-MND
ENV-2005-8253-ND
ENV-2005-3352-CE
ENV-2003-2506-CE

Address/Legal Information	
PIN Number	036B209 489
Lot/Parcel Area (Calculated)	56,060.1 (sq ft)
Thomas Brothers Grid	PAGE 794 - GRID F4
Assessor Parcel No. (APN)	7422023047
Tract	NEW SAN PEDRO
Map Reference	DM 6-66/67
Block	111 AC
Lot	PT VIII
Arb (Lot Cut Reference)	12
Map Sheet	036B209
Jurisdictional Information	
Community Plan Area	Wilmington - Harbor City
Area Planning Commission	Harbor
Neighborhood Council	Wilmington
Council District	CD 15 - Joe Buscaino
Census Tract #	2941.10
LADBS District Office	San Pedro
Planning and Zoning Information	
Special Notes	None
Zoning	R1-1XL-O-CUGU
Zoning Information (ZI)	ZI-1195
	ZI-2458 Clean Up Green Up Supplemental Use District
	ZI-2462 Modifications to SF Zones and SF Zone Hillside Area Regulations
General Plan Land Use	Low Residential
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	None
Subarea	None
Special Land Use / Zoning	None
Design Review Board	No
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Other Historic Survey Information	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CUGU: Clean Up-Green Up	Wilmington
NSO: Neighborhood Stabilization Overlay	No
POD: Pedestrian Oriented Districts	None
RFA: Residential Floor Area District	None
SN: Sign District	No
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

Residential Market Area	Low
Non-Residential Market Area	Low
Transit Oriented Communities (TOC)	Not Eligible
CRA - Community Redevelopment Agency	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	No
500 Ft Park Zone	Active: Banning Recreation Center Active: Wilmington Senior Citizen Center
Assessor Information	
Assessor Parcel No. (APN)	7422023047
APN Area (Co. Public Works)*	1.340 (ac)
Use Code	010V - Residential - Single Family Residence - Vacant Land
Assessed Land Val.	$424,753
Assessed Improvement Val.	$0
Last Owner Change	02/10/2005
Last Sale Amount	$3,885,038
Tax Rate Area	400
Deed Ref No. (City Clerk)	721930
	4-291
	319131
	1871400
Building 1	No data for building 1
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Additional Information	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	None
Watercourse	No
Hazardous Waste / Border Zone Properties	No
Methane Hazard Site	Methane Zone
High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Oil Wells	None
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	3.7167312
Nearest Fault (Name)	Palos Verdes Fault Zone
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	3.00000000
Slip Geometry	Right Lateral - Strike Slip
Slip Type	Moderately Constrained
Down Dip Width (km)	13.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000

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Dip Angle (degrees)	90.00000000
Maximum Magnitude	7.30000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	No
Preliminary Fault Rupture Study Area	No
Tsunami Inundation Zone	No
Economic Development Areas	
Business Improvement District	None
Opportunity Zone	No
Promise Zone	None
Renewal Community	No
Revitalization Zone	San Pedro / Wilmington
State Enterprise Zone	None
Targeted Neighborhood Initiative	None
Housing	
Direct all Inquiries to	Housing+Community Investment Department
Telephone	(866) 557-7368
Website	http://hcidla.lacity.org
Rent Stabilization Ordinance (RSO)	No
Ellis Act Property	No
Public Safety	
Police Information	
Bureau	South
Division / Station	Harbor
Reporting District	518
Fire Information	
Bureau	South
Batallion	6
District / Fire Station	38
Red Flag Restricted Parking	No

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CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2015-1462-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	A CODE AMENDMENT TO CREATE A CLEAN UP GREEN UP (CUGU) SUPPLEMENTAL USE DISTRICT AS AN OVERLAY AND IMPLEMENT IT OVER PARTS OF PACOIMA/SUN VALLEY, BOYLE HEIGHTS, AND WILMINGTON IN ADDITION TO TWO CITYWIDE AMENDMENTS.
Case Number:	CPC-2010-1238-CRA
Required Action(s):	CRA-COMMUNITY REDEVELOPMENT AGENCY
Project Descriptions(s):	PRELIMINARY PLAN FOR A PROPOSED AMENDMENT TO THE LOS ANGELES HARBOR INDUSTRIAL CENTER REDEVELOPMENT PLAN.
Case Number:	CPC-2005-8252-CA
Required Action(s):	CA-CODE AMENDMENT
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.
Case Number:	CPC-2005-3351-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	ICO TO RESTRICT OPEN STORAGE USES IN THE AREA BOUNDED BY LOMITA BLVD., ALAMEDA STREET, HARRY BRIDGES BLVD., 110 FREEWAY
Case Number:	CPC-2003-2505-ICO
Required Action(s):	ICO-INTERIM CONTROL ORDINANCE
Project Descriptions(s):	ICO TO RESTRICT OPEN STORAGE USES IN THE AREA BOUNDED BY LOMITA BLVD., ALAMEDA STREET, HARRY BRIDGES BLVD., 110 FREEWAY
Case Number:	CPC-1986-833-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	AB-283 PROGRAM - GENERAL PLAN/ZONE CONSISTENCY - WILMINGTON-HARBOR CITY-COMMUNITY WIDE ZONE AND GENERAL PLAN CHANGES TO BRINGTHE PLAN AND ZONING INTO CONSISTENCY. INCLUDES CHANGES OF HEIGHT AS NEEDED. REQUIRED BY COURT AS PART OF SETTLEMENT IN HILLSIDE FEDERATION LAWSUIT (TAYLOR-PARKER)
Case Number:	ZA-1956-14138
Required Action(s):	Data Not Available
Project Descriptions(s):	
Case Number:	TT-71197
Required Action(s):	Data Not Available
Project Descriptions(s):	SIX LOT TENTATIVE TRACT MAP WITH A 36-FT. WIDE PRIVATE STREET AND YARD ADJUSTMENT INCIDENT TO SUBDIVISION TO PERMIT A 49-FOOT LOT WIDTH FOR PROPOSED LOTS 5 & 6.
Case Number:	ENV-2017-2502-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	ENVIRONMENTAL CLEARANCE
Case Number:	ENV-2015-1463-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	A CODE AMENDMENT TO CREATE A CLEAN UP GREEN UP (CUGU) SUPPLEMENTAL USE DISTRICT AS AN OVERLAY AND IMPLEMENT IT OVER PARTS OF PACOIMA/SUN VALLEY, BOYLE HEIGHTS, AND WILMINGTON IN ADDITION TO TWO CITYWIDE AMENDMENTS.
Case Number:	ENV-2011-364-MND
Required Action(s):	MND-MITIGATED NEGATIVE DECLARATION
Project Descriptions(s):	SIX LOT TENTATIVE TRACT MAP WITH A 36-FT. WIDE PRIVATE STREET AND YARD ADJUSTMENT INCIDENT TO SUBDIVISION TO PERMIT A 49-FOOT LOT WIDTH FOR PROPOSED LOTS 5 & 6.
Case Number:	ENV-2005-8253-ND
Required Action(s):	ND-NEGATIVE DECLARATION
Project Descriptions(s):	AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.
Case Number:	ENV-2005-3352-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	ICO TO RESTRICT OPEN STORAGE USES IN THE AREA BOUNDED BY LOMITA BLVD., ALAMEDA STREET, HARRY BRIDGES BLVD., 110 FREEWAY
Case Number:	ENV-2003-2506-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	ICO TO RESTRICT OPEN STORAGE USES IN THE AREA BOUNDED BY LOMITA BLVD., ALAMEDA STREET, HARRY BRIDGES BLVD., 110 FREEWAY

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DATA NOT AVAILABLE

CPC-7129

ORD-184246

ORD-176859

ORD-175384

ORD-167239-SA1

ORD-167239

ORD-107677

ZA-21363

ZA-13822

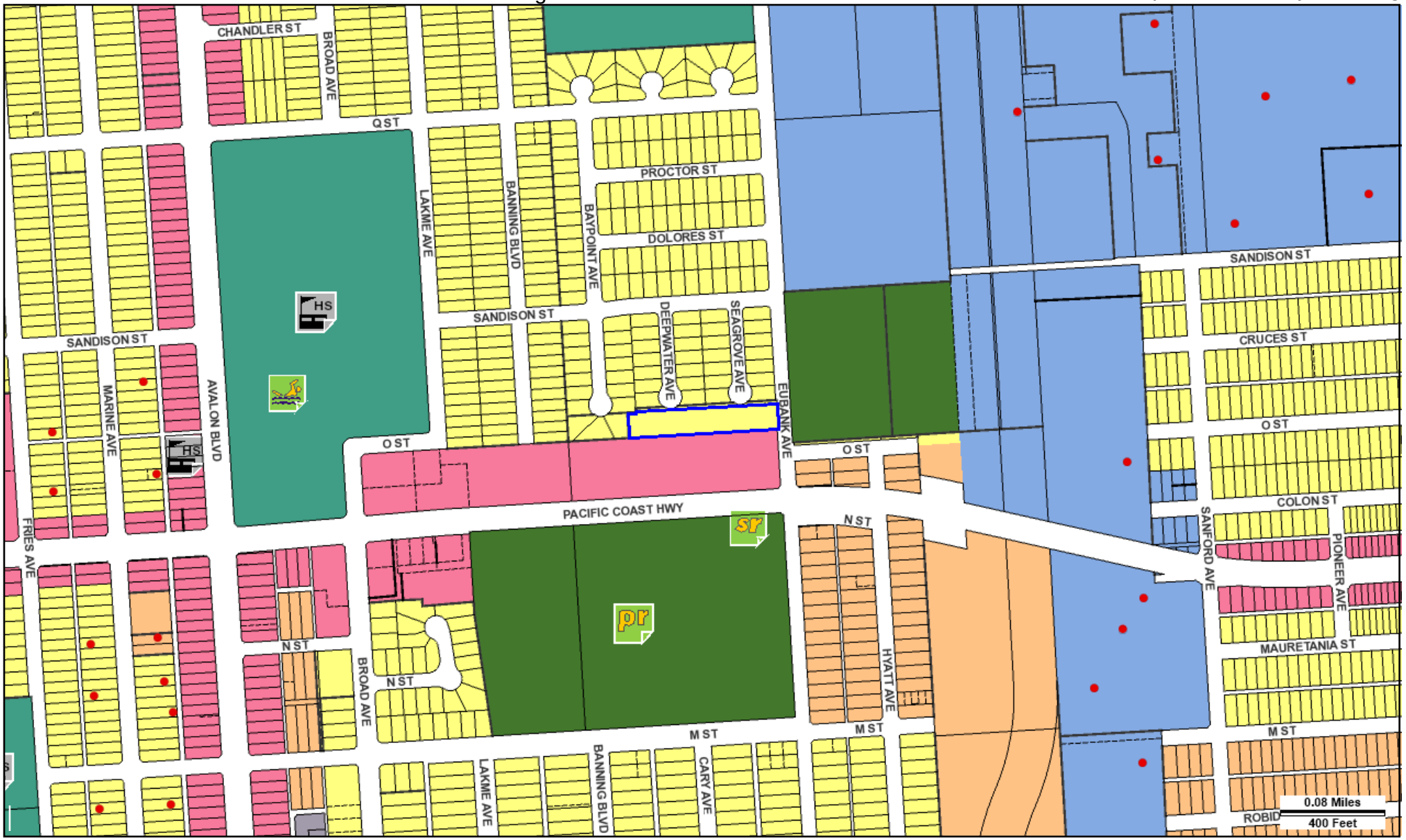
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ZIMAS PUBLIC

Generalized Zoning

11/13/2018

City of Los Angeles
Department of City Planning



Address: 1424 N DEEPWATER AVE
APN: 7422023047
PIN #: 036B209 489

Tract: NEW SAN PEDRO
Block: 111 AC
Lot: PT VIII
Arb: 12

Zoning: R1-1XL-O-CUGU
General Plan: Low Residential

Streets Copyright (c) Thomas Brothers Maps, Inc.

ZIMAS INTRANET

LARIAC5 2017 Color-Ortho

12/12/2018

City of Los Angeles
Department of City Planning



Address: 1424 N DEEPWATER AVE
APN: 7422023047
PIN #: 036B209 489

Tract: NEW SAN PEDRO
Block: 111 AC
Lot: PT VIII
Arb: 12

Zoning: R1-1XL-O-CUGU
General Plan: Low Residential

Streets Copyright (c) Thomas Brothers Maps, Inc.

EXHIBIT C

SITE PHOTOS

Eubank Ave
Eubank Ave
Eubank Ave
1
2
3
4
5
6
7
8


1


2


3
END


4


5
1424
N. DEEPWATER


6


7


8

EXHIBIT D

AGENCY CORRESPONDENCE

D1 – DCP Affordable Housing Referral Form

D2 – HCIDLA AB 2556 Determination

D3 – Bureau of Engineering

D4 – Bureau of Sanitation

D5 – Urban Forestry Division

D6 – Fire Department

REFERRAL FORMS:

AFFORDABLE HOUSING REFERRAL FORM

LOS ANGELES CITY PLANNING DEPARTMENT

This form is to serve as a referral to the Department of City Planning Development Serv... g case filing purposes (in addition to the required Department of City Planning Applica... sary documentation) and as a referral to HCIDLA, CRA, LA County, or other City agency for pro... tlement need purposes. This form shall be completed by the applicant and reviewed and signed by Department of City Planning staff prior to case filing. Any modifications to the content(s) of this form after its authorization by the Department of City Planning staff is prohibited.

CITY STAFF USE ONLY

Referral To:

☐ **Planning DSC - Filing** ☐ **HCIDLA Funding** ☐ **CRA** ☐ **LA County** ☐ **Other:** Wilmington Apartments

NOTES: Project is subject to JJJ (VZJ, GPAJ, and SPR), applicant should research if Arb cut is legal, and per 11.5.11 (e) applicant is eligible to request "developer incentives" per Government Code 65915(k). The parking and height incentives should be requested in the Department of City Planning Application (Form CP-7771.1)

Planning Staff Name and Title	Planning Staff Signature	Date
Ulises Gonzalez, City Planner	Ulises A Gonzalez	11/28/2018

(The Department of City Planning reserves the right to require an updated AHRF for the project if more than 180 days have transpired since the above date, or as necessary, to reflect project modifications, policy changes and/or amendments to the LAMC, local laws, and State laws.)

I. PROPOSED PROJECT

1. PROJECT LOCATION/ ZONING

Project Address: 1424 N Deepwater Ave, Los Angeles, CA 90744

Project Name: Wilmington Apartments

Applicant Name and Phone/Email: LINC Housing Corporation, 562-684-1142, csnyder@linchousing.org

Assessor Parcel Number(s): 7422-023-047

Community Plan: Wilmington - Harbor City Number of Lots: 1 Lot Size: 56,060 s.f.

Existing Zone: R1-1XL-O-CUGU Land Use Designation: Low Density Residential

☐ Specific Plan ☐ HPOZ ☐ DRB ☑ Enterprise Zone ☑ CRA

☐ Q-condition/ D-limitation/ T-classification *(please specify)*:

☐ Other pertinent zoning information *(please specify)*:

☐ Location of Major Transportation Stop or Intersection *(please specify)*:[1]

2. DESCRIPTION OF PROPOSED PROJECT

56 affordable apartments within 3 floors. A 3,482 SF community common area is included, and will include a computer room and a lounge. Another 1,181 SF is dedicated to supportive services offices. There is an additional 4,738 SF of common outdoor space included in the site plan design. The project includes 19 parking spaces, while 17 are required per AB 744 parking incentive. The project is requesting two incentives per JJJ: (1) AB 744 parking requirements, (2) relief from transitional height requirements)

[1] Per AB 744, A Major Transit Stop means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. It also includes major transit stops that are included in the applicable regional transportation plan. Per Sec 12.22.A.25(b) of LAMC, the definition of Transit Stop/Major Employment Center includes: (1) a station stop for a fixed transit guideway or fixed rail system, (2) a Metro Rapid Bus stop or route, (3) the boundaries of three major economic activity areas, and (4) the boundaries of a college or university campus with an enrollment exceeding 10,000 students.

3. EXISTING USE

A. Describe Existing Development: Vacant lot

Characteristic of existing use Dwelling Unit (DU), Commercial/ Industrial, or Other	Existing		To Be Demolished	Proposed[2]	
	No. of DU or Guest Rooms	Approximate sq. ft./ea.		No. of DU or Guest Rooms	Approximate sq. ft./ea.
Guest Rooms	0			0	
Studio	0			0	
One Bedroom	0			55	618 SF
Two Bedrooms	0			1	891 SF
Three Bedrooms	0			0	
_____ Bedroom					
Commercial / Industrial	0				
Other:					3,500 SF

B. Previous Cases Filed

	(1)	(2)	(3)
Case Number(s):			
Date Filed:			
Date Approved:			
End of Appeal Period:			
Environmental No.			

4. TYPE OF APPLICATION

- ☐ Density Bonus (per LAMC Sec. 12.22.A.25) with **no** incentives filed in conjunction with a discretionary approval. If no entitlement case is requested, please contact the Los Angeles Department of Building and Safety (LADBS) at ladbs.org or call 3-1-1 within the City of Los Angeles or (213) 473-3231 outside of the City of Los Angeles.
- ☐ Density Bonus per LAMC Sec. 12.22.A.25 **with incentives on the menu** *(please specify):*_____
- ☐ Density Bonus per LAMC Sec. 12.22.A.25 **with incentives off menu** *(please specify):*_____
- ☐ Density Bonus per LAMC Sec. 12.22.A.25 **with on and off menu incentives** (*please specify):*_____
- ☐ Greater Downtown Housing Incentive Area per LAMC Sec. 12.22.A.29, Ordinance 179,076 (Sections 7 and 9 through 11 of this form do not apply)
- ☐ Public Benefit Project per LAMC Sec. 14.00.A.2
- ☐ Unapproved Dwelling Unit per LAMC Sec. 14.00.A.10
- ☐ Agreement for Partnered Housing Between Commercial and Housing Developer:
  - ☐ 30% or more of total units provided for low income housing
  - ☐ 15% or more of total units provided for very low income housing
- ☑ General Plan Amendment per LAMC Sec. 11.5.6. Request: From Low Density Resid. to General Commercial
- ☑ Zone/Height District Change per LAMC Sec. 12.32. Request: From R1-1XL-O-CUGU to C2-1VL-O-CUGU
- ☐ Conditional Use per LAMC Sec. 12.22.U.26
- ☑ Site Plan Review per LAMC Sec. 16.05
- ☐ Specific Plan Project Permit Compliance per LAMC Sec. 11.5.7.C
- ☐ Community Design Overlay per LAMC Sec. 13.08
- ☐ Coastal Development Permit per LAMC Sec. 12.20.2 or 12.20.2.1
- ☐ Tract or Parcel Map per LAMC Sec. 17.00 or 17.50
- ☐ Other discretionary incentives requested (please specify):_____

[2] Replacement units, per AB 2556, shall be equivalent to the number of units, size, and number of bedrooms of the existing development.

5. ENVIRONMENTAL REVIEW

☐ Environmental Review Not Required – Project is Ministerial.[3] Please explain: _____

☑ Not filed (please contact the Department of City Planning Development Services Center for more information)

☐ Filed (indicate case number): _____

6. HOUSING DEVELOPMENT PROJECT TYPE *(please check all that apply)*:

☐ For Sale	☐ Moderate Income	☐ Transitional Foster Youth
☑ For Rent	☐ Market Rate	☐ Disabled Veteran
☐ Extremely Low Income	☐ Mixed Use Project	☐ Homeless
☑ Very Low Income	☐ Senior	☐ Special Needs (please describe):
☐ Low Income	☐ Residential Hotel	_____

7. DENSITY CALCULATION

A. Base Density: Maximum density allowable per zoning

Lot size	56,060	s.f. *(a)*
Density allowable by zone	400	units/s.f. of lot area *(b)*
Units allowed by right (Base Density)	140	units *(c)* [*c = a/b*, Including fraction and round up to the next whole number]

B. Maximum Allowable Density Bonus: N/A units *(d)* [*d = c x 1.35*, include fraction and round up to whole number]

C. Proposed Project: Please indicate total number of Units requested as well as breakdown by levels of affordability set by each category (HCD or HUD). For information on HCD and HUD levels of affordability please contact the Housing and Community Investment Department of Los Angeles (HCIDLA) at (213) 808-8843 or hcidla.lacity.org.[4]

	Total	HCD (State)	HUD (TCAC)
Market Rate		N/A	N/A
Managers Unit(s) - Market Rate	1	N/A	N/A
Extremely Low Income			
Very Low Income	55	55	
Low Income			
Moderate Income			N/A
Seniors- Market Rate		N/A	N/A
Seniors- Very Low Income			
Seniors- Low Income			
Seniors – Moderate Income			
Transitional Foster Youth–Very Low Income*			
Disabled Veterans – Very Low Income*			
Homeless – Very Low Income*			
Total # of Units per Category	56	55 *(e)*	*(f)*
Percent of Affordable Units by Category		100% *(g)*	*(h)*

[*g = e/c or e/i*, whichever is less, c or i]
[*h = f/c or f/i*, whichever is less, c or i]

TOTAL # of Units Proposed: 56 *(i)*

Number of Density Bonus Units	0	*(j)* [If *i>c, then j=i-c*; if *i<c, then j= 0*]
Percent Density Bonus Requested	0	*(k)* [*k= j/c*]
Percent of Affordable Set Aside	100%	*(c) x % of affordable housing units provided*

* Per AB 2442, a 10% setaside with Very Low Income units at 20% Density Bonus.

[3] Ministerial Projects (aka, "By-Right") do not require any discretionary Planning approvals. Developers of such housing file building plans with the Department of Building & Safety. Plans are checked for compliance with the Building Code and, when in compliance, permits are issued to begin construction.

[4] HCD (State) = Published affordability levels per California Department of Housing and Community Development. HUD (TCAC) = Published affordability levels per the United States Department of Housing and Urban Development.

8. **SITE PLAN REVIEW CALCULATION** An application for Site Plan Review may be required for projects that meet any of the Site Plan Review thresholds as outlined in LAMC Section 16.05.C. unless otherwise exempted per Section 16.05.D. For Density Bonus projects involving bonus units, please use the formula provided below to determine if the project meets the Site Plan Review threshold for unit count. If project meets the threshold(s) but qualifies under the exemption criteria per Section 16.05.D please confirm exemption with Department of City Planning's DSC Housing Unit.

__140__ units allowed by right (permitted by LAMC) – __0__ existing units = __140__ units

- o YES, Site Plan Review is required, if Proposed Base Density units minus existing units is equal to or greater than 50[5]
- o NO, Site Plan Review is not required, if Base Density units minus existing units is less than 50
- o NO, Site Plan Review is not required if Proposed Project is not utilizing a Density Bonus and total Project is less than 50
- o Exempt *(please specify)*:_____

II. DENSITY BONUS (LAMC Sec.12.22.A.25, Ordinance 179,681)

9. **DENSITY BONUS OPTIONS** *(Please check all that apply)*
   - ☐ Land Donation
   - ☐ Child Care
   - ☐ Restricted Affordable Units Located Near Transit Stop/ Major Employment Center
   - ☐ Common Interest Development with Low or Very Low Income Restricted Affordable Units for Rent
   - ☐ Condominium Conversion

   ☐ **Parking *(Please choose only one of the following options):***

   ☐ **Parking Option 1:** Based on # of bedrooms, inclusive of Handicapped and Guest parking. Fractional numbers are rounded down.

	# of Units	Spaces/Unit	Parking Required	Parking Provided
0-1 Bedroom		1		
2-3 Bedrooms		2		
4 or more Bedrooms		2.5		
TOTALS				

   ☐ **Parking Option 2:** Reduced only for Restricted Affordable Units: up to 40% of required parking for Restricted Affordable Units may be compact stalls. Fractional numbers are rounded down.

	# of Units	Spaces/Unit	Parking Required	Parking Provided
Market Rate (Including Senior Market Rate)		Per code		
Restricted Affordable		1		
Very Low/ Low Income Senior or Disabled		.5		
Restricted Affordable in Residential Hotel		.25		
TOTALS				

   ☑ **Parking Option 3:** AB 744 - Applies to two types of projects: (A) 100% affordable developments consisting solely of rental units, exclusive of a manager's unit or units, with an affordable housing cost to lower income families; or (B) mixed-income developments consisting of the maximum number of very low- or low income units, which is 11% and 20% set aside, respectively.

[5] Site Plan Review may also be required if other characteristics of the project exceeds the thresholds listed in Sec. 16.05 of the LAMC.

☑ **A) 100% Affordable Rental Projects**

	# of Units	Spaces/Unit	Parking Required	Parking Provided
Located within ½ mile of major transit stop		0.5		
Senior having either paratransit service or unobstructed access within ½ mile to fixed bus route service that operates at least 8 times/day		0.5		
Special needs having either paratransit service or unobstructed access within ½ mile to fixed bus route service that operates at least 8 times/day	56	0.3	17	19

☐ **B) Mixed Income Projects consisting of the maximum number of very low- or low income units, which is 11% and 20% set aside, respectively**

	# of Bedrooms	Spaces/Bedroom	Parking Required	Parking Provided
Located within ½ mile of major transit stop with unobstructed access to project		0.5		

APPLICABLE TO PARKING OPTION 3 – AB744 ONLY: (1) **Major transit stop** means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. It also includes major transit stops that are included in the applicable regional transportation plan. (2) The maximum ½ mile distance to a major transit stop is measured in a straight line ("as the crow flies"). (3) Tandem or uncovered parking is permitted. (4) Fractional numbers are rounded up.

10. INCENTIVES

☐ Please check if you are requesting an incentive from AB 2501 "Development Bonuses From a Mixed Use Development".

A. Project Zoning Compliance & Incentives *(Please check all that apply)*

		Required/ Allowable	Proposed	ON Menu	OFF Menu
☐	(1) Yard/Setback *(each yard counts as 1 incentive)*				
☐	Front			☐	☐
☐	Rear			☐	☐
☐	Side(s)			☐	☐
☐	(2) Lot Coverage			☐	☐
☐	(3) Lot Width			☐	☐
☐	(4) Floor Area Ratio[6]			☐	☐
☐	(5) Height/ # of Stories[7]			☐	☐
☐	(6) Open Space			☐	☐
☐	(7) Density Calculation			☐	☐
☐	(8) Averaging *(all count as 1 incentive)*			☐	☐
	FAR			—	—
	Density			—	—
	Parking			—	—
	OS			—	—
	Vehicular Access			—	—
☑	Other *(please specify):*	25ft w/in 49ft of R1.33ft w/in 99ft(transitional ht)	35'11" (relief from trans height)	☐	☑
☐				☐	☐
☐				☐	☐
☐				☐	☐
☐				☐	☐

TOTAL # of Incentives Requested: _____ 1

[6] If applicable, provide vicinity map showing 50% of commercially zoned parcel is within 1,500 feet from Transit Stop or Major Employment Center.
[7] See Sec. 12.22.A.25(f) 5 for additional requirements.

B. Qualification for Incentives On the Menu: *(Please check only one)*

Incentives	% Very Low Income	% Low Income	% Moderate Income
One	☐ 5% to <10%	☐ 10% to <20%	☐ 10% to <20%
Two	☐ 10% to <15%	☐ 20% to <30%	☐ 20% to <30%
Three	☐ 15% or greater	☐ 30% or greater	☐ 30% or greater
3+	☑ *(Specify)*:	☐ *(Specify)*:	☐ *(Specify)*:

11. COVENANT:

All Density Bonus projects are required to prepare and record an Affordability Covenant to the satisfaction of the Los Angeles Housing Department's Occupancy Monitoring Unit **before** a building permit can be issued. Please contact the Housing and Community Investment Department of Los Angeles (HCIDLA) at (213) 808-8843 or hcidla.lacity.org

12. REPLACEMENT UNITS:

AB 2222 requires that density bonus eligible projects replace any pre-existing affordable housing units on the project site. Replacement units include the following: *(Answer the following with yes or no.)*

A. Units subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income? 0

B. Units occupied by lower or very low income households below 80% AMI per California Department of Housing and Community Development Department levels not already listed above? 0

C. Units subject to the Rent Stabilization Ordinance not already listed above? 0

D. Units that have been vacated or demolished in the last 5 years? 0

E. Per AB 2556, are the number of replacement units, size and number of bedrooms equivalent to that being demolished (as shown on Existing Development Table on page 2 above)? N/A

III. GREATER DOWNTOWN HOUSING INCENTIVE AREA (GDHIA)

13. GREATER DOWNTOWN HOUSING INCENTIVE AREA (LAMC SEC. 12.22.A.29, Ordinance 179,076)

A. ELIGIBILITY FOR FLOOR AREA BONUS

NOTE: Published affordability levels per the United States Department of Housing and Urban Development (HUD/TCAC). Please consult with Los Angeles Housing Department's Occupancy Monitoring Unit for additional information.

☐ (1) 5% of the total number of dwelling units provided for Very Low Income households; and

☐ (2) One of the following shall be provided:
- 10% of the total number of dwelling units for Low Income households; or
- 15% of the total number of dwelling units for Moderate Income households; or
- 20% of the total number of dwelling units for Workforce Income households, and

☐ (3) Any dwelling unit or guest room occupied by a household earning less than 50% of the Area Median Income that is demolished or otherwise eliminated shall be replaced on a one-for-one basis within the Community Plan Area in which it is located.

B. INCENTIVES *(Please check all that apply)*

NOTE: Must meet all 3 eligibility requirements from above and provide a Covenant & Agreement (#11).

☐ (1) A 35% increase in total floor area.

☐ (2) Open Space requirement pursuant to Section 12.21.G reduced by one-half, provided fee is paid.

☐ (3) No parking required for units for households earning less than 50% AMI.

☐ (4) No more than one parking space required for each dwelling unit.

C. ADDITIONAL INCENTIVES TO PRODUCE HOUSING IN THE GREATER DOWNTOWN HOUSING INCENTIVE AREA

☐ (a) No yard requirements except as required by the Urban Design Standards and Guidelines

☐ (b) Buildable area shall be the same as the lot area (for the purpose of calculating buildable area for residential and mixed-use)

☐ (c) Maximum number of dwelling units or guest rooms permitted shall not be limited by the lot area provisions as long as the total floor area utilized by guest rooms does not exceed the total floor area utilized by dwelling units.

☐ (d) No prescribed percentage of the required open space that must be provided as either common open space or private open space.

Los Angeles
HOUSING+COMMUNITY
Investment Department

Eric Garcetti, Mayor
Rushmore D. Cervantes, General Manager

DATE: January 3, 2019

TO: Warren Resources of California, Inc., a California corporation, Owner

FROM: Marites Cunanan, Senior Management Analyst I
Los Angeles Housing and Community Investment Department

SUBJECT: **AB 2556 (JJJ) Determination for**
1424 N. Deepwater Ave., Los Angeles, CA 90744

Based on the Affordable Unit Determination Application submitted by Linc Housing (Owner Representative) on behalf of Warren Resources of California, Inc., a California corporation (Owner), the Los Angeles Housing + Community Investment Department (HCIDLA) has determined that no units are subject to replacement under AB 2556 (formerly AB 2222).

Information about the existing property for the five years prior to the date of the application is required in order to make a determination. HCIDLA received the Affordable Unit Determination Application on or about December 3, 2018, so HCIDLA must collect data from December 2013 to December 2018.

Warren Resources of California, Inc., a California corporation (Owner) acquired the property commonly known as: 1424 N. Deepwater Ave. under APN # 7422-023-047, Lot 8 on February 10, 2005 per Grant Deed-Surface Properties.

Per Google Earth images, Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), First American Datatree database, Billing Information Management System (BIMS) database, Code, Compliance and Rent Information System (CRIS) database, Internet Search, and the Rent Stabilization Ordinance (RSO) Unit, the property commonly known as 1424 N. Deepwater Ave. has a use code of "010V-Vacant Land-Residential".

The Los Angeles Department of Building and Safety database indicates that the Owner has not applied for either a Building Permit or a Demolition Permit for the project.

Per the Affordable Unit Determination Application received by HCIDLA on or about December 3, 2018, the Owner plans to construct a fifty-six (56) unit permanent supportive housing project, pursuant to Measure JJJ guidelines.

HCIDLA has determined that there were no residential units demolished on the property, which is currently vacant land and has remained so within the last five years. As such, no AB 2556 replacement affordable units are required. **Please note that this AB 2556 determination applies to Density Bonus (DB), Transit Oriented Communities (TOC), and Measure JJJ projects.**

Note: This determination is provisional and is subject to verification by HCIDLA's Rent Division.

///

IF APPLICABLE ONLY
CAUTION: LOT TIES AND EXISTING SINGLE FAMILY DWELLINGS

ISSUE:	Does the property have a **SINGLE FAMILY DWELLING** on one lot that will be demolished for the **NEW** project and is a **LOT TIE** required for the **NEW** project?
IF NO:	Owner's replacement obligation remains the **SAME** as above.
IF YES:	Owner's replacement obligation will **INCREASE** by one, unless the existing single family dwelling is demolished before the lots are tied.

cc: Los Angeles Housing and Community Investment Department File
Warren Resources of California, Inc., a California corporation, Owner
Ulises Gonzalez, Case Management Section, City Planning Department

MAC:dk

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Date: February 15, 2019

To: Mr. Vince Bertoni, Director
Department of City Planning
Attn: Connie Chauv (City Planning Associate)

From: Edmond Yew, Division Engineer
Land Development & GIS Division
Bureau of Engineering

Subject: **Case No. CPC 2018-7329 (GPAJ/ZCJ/SPR): 1424 North Deepwater Avenue**

The following recommendations identifying the infrastructure deficiencies adjacent to the application site are submitted for your use for the approval of a General Plan Amendment, Zone Change and Site Plan Review adjoining the area involved:

1. Dedication Required:

   Deepwater Avenue (Local Street) – None.

   Eubank Avenue (Collector Street) – Accept the 5-foot wide future street and dedicate an additional 3-foot wide strip of land along the property frontage to complete a 33-foot half right-of-way in accordance with Collector Street standards of Mobility Plan 2035.

2. Improvements Required:

   Deepwater Avenue – None. The address for this property needs to be changed to reflect the correct street frontage along Eubank Avenue.

   Eubank Avenue – Construct a new 8-foot wide concrete sidewalk in the dedicated area. Repair and or replace all broken, off-grade or bad order concrete curb, gutter and sidewalk along the property frontage. Reconstruct all driveways/sidewalk to comply with ADA requirements or close all unused driveways. Landscape the parkway.

   Note: Broken curb and/or gutter includes segments within existing score lines that are depressed or upraised by more than ¼ inch from the surrounding concrete work or are separated from the main body of the concrete piece by a crack through the entire vertical segment and greater than 1/8 inch at the surface of the section.

Non- ADA compliant sidewalk shall include any sidewalk that has a cross slope that exceeds 2% and/or is depressed or upraised by more than ¼ inch from the surrounding concrete work or has full concrete depth cracks that have separations greater than 1/8 inch at the surface. The sidewalk also includes that portion of the pedestrian path of travel across a driveway.

All new sidewalk curb and gutter shall conform to the Bureau of Engineering Standard Plans S410-2, S410-4, S442-5 and S444-0.

Install tree wells with root barriers and plant street trees satisfactory to the City Engineer and the Urban Forestry Division of the Bureau of Street Services. Some tree removal in conjunction with the sidewalk improvements may require Board of Public Works approval. The applicant should contact the Urban Forestry Division for further information (213) 847-3077.

Trees: That Board of Public Works approval shall be obtained prior to the issuance of the Certificate of Occupancy of the development project for the removal of any tree in the existing or proposed public right-of-way. The Bureau of Street Services, Urban Forestry Division is the lead agency for obtaining Board of Public Works approval for the removal of such trees.

Removal of street trees may be required in conjunction with the sidewalk widening for this project. Please include the tree removal issue in your public hearing notice for this application.

Notes: Street lighting may be required satisfactory to the Bureau of Street Lighting (213) 847-1551.

Department of Transportation may have additional requirements for dedication and improvements.

Refer to the Department of Water and Power regarding power pole (213) 367-2715.

3. Drain the roof and site to the public right-of-way.

4. Sewer lines exist in Eubank Avenue. Extension of the 6-inch house connection laterals to the new property line may be required. Facilities Charges and Bonded Sewer Fees are to be paid prior to obtaining a building permit.

5. An investigation may be necessary to determine the capacity of the existing public sewers to accommodate the proposed development. Submit a request to the Harbor District Office Sewer Counter of the Bureau of Engineering (310) 732-4677.

6. Submit parking area and driveway plan to the Valley District Office of the Bureau of Engineering and the Department of Transportation for review and approval.

Any questions regarding this report may be directed to Quyen M. Phan of my staff at (213) 808-8604.

cc: Cody Snyder
Harbor District Office

FORM GEN. 160 (Rev. 8-12)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: December 31, 2018

TO: Vincent P. Bertoni, Director of Planning
Department of City Planning

Attn: Connie Chauv, City Planner
Department of City Planning

FROM: Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment

SUBJECT: **WILMINGTON APARTMENTS - FILING NOTIFICATION AND DISTRIBUTION**

This is in response to your December 21, 2018 letter requesting a review of your proposed residential project located at 1424 N Deepwater Ave, Los Angeles, CA 90744. The project will consist of residential and common area. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Proposed			
Residential: APT- 1 BDRM	110 GPD	55 UNITS	6,050
Residential: APT- 2 BDRMS	150 GPD	1 UNIT	150
Community Common Area	50 GPD/1000 SQ.FT	1,468 SQ.FT	73
Common outdoor Area	50 GPD/1000 SQ.FT	4,738 SQ.FT	237
Total			**6,510**

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch line on Eubank Ave. The sewage from the existing 8-inch line feeds into a 14-inch line on Flint Ave before discharging into a 16-inch sewer line on D St. Figure 1 shows the details of the sewer system within

the vicinity of the project. The current flow level (d/D) in the 8-inch line cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Eubank Ave.	*	393,875 GPD
14	Flint Ave.	47	721,163 GPD
14	Flint Ave.	61	853,292 GPD
16	D St.	63	920,924 GPD

* No gauging available

Based on the estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the project.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org.

STORMWATER REQUIREMENTS

LA Sanitation, Watershed Protection Program (WPP) is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

In accordance with the Municipal Separate Storm Sewer (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R4-2012-0175, NPDES No. CAS004001) and the City of Los Angeles Stormwater and Urban Runoff Pollution Control requirements (Chapter VI, Article 4.4, of the Los Angeles Municipal Code), the Project shall comply with all mandatory provisions to the Stormwater Pollution Control Measures for Development Planning (LID Ordinance) and as it may be subsequently amended or modified. Prior to issuance of grading or building permits, the Applicant shall submit a LID Plan to the City of Los Angeles, Bureau of Sanitation, Watershed Protection Division (WPD), for review and approval. The LID Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lacitysan.org. It is

advised that input regarding LID requirements be received in the early phases of the project from WPD's plan-checking staff.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-away to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local ground water basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements. Green Street standard plans can be found at: www.eng2.lacity.org/techdocs/stdplans/

CONSTRUCTION REQUIREMENTS

All construction sites are required to implement a minimum set of BMPs for erosion control, sediment control, non-stormwater management, and waste management. In addition, construction sites with active grading permits are required to prepare and implement a Wet Weather Erosion Control Plan during the rainy season between October 1 and April 15. Additionally, construction sites that disturb more than one-acre of land are subject to the NPDES Construction General Permit issued by the State of California, and are required to prepare, submit, and implement the Storm Water Pollution Prevention Plan (SWPPP).

If there are questions regarding the stormwater requirements, please call WPP's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 3rd Fl, Station 18.

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate Court-appointed Watermaster. LADWP facilitates this reporting process, and may assess and collect associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a conservation measure and alternative to the common practice of discharging groundwater to the storm drain (SEC. 99.04.305.4). It reads as follows: "Where groundwater is being extracted and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer."

Groundwater may be beneficially used as landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.). Different applications may require various levels of treatment ranging from chemical additives to filtration systems. When onsite reuse is not available the groundwater may be discharged to the sewer system. This allows the water to be potentially reused as recycled water once it has been treated at a water reclamation plant. If groundwater is discharged into the storm drain it offers no potential for reuse. The onsite beneficial reuse of groundwater can reduce or eliminate costs associated with sewer and storm drain permitting and monitoring. Opting for onsite reuse or discharge to the sewer system are the preferred methods for disposing of groundwater.

To help offset costs of water conservation and reuse systems, LADWP offers the Technical Assistance Program (TAP), which provides engineering and technical assistance for qualified projects. Financial incentives are also available. Currently, LADWP provides an incentive of $1.75 for every 1,000 gallons of water saved during the first two years of a five-year conservation project. Conservation projects that last 10 years are eligible to receive the incentive during the first four years. Other water conservation assistance programs may be available from Metropolitan Water District of Southern California. To learn more about available water conservation assistance programs, please contact LADWP Rebate Programs 1-888-376-3314 and LADWP TAP 1-800-544-4498, selection "3".

For more information related to beneficial reuse of groundwater, please contact Greg Reed, Manager of Water Rights and Groundwater Management, at (213)367-2117 or greg.reed@ladwp.com.

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact LA Sanitation Solid Resources Recycling hotline 213-922-8300.

CD/AP: sa

Attachment: Figure 1 – Sewer Map

c: Kosta Kaporis, LASAN
Cyrous Gilani, LASAN
Christopher DeMonbrun, LASAN



Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

Figure 1
Wilmington Apartments
Sewer Map

N
W E
S

0 175 350 700 1,050 1,400
Feet

Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP

1 44FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

DATE: January 16, 2019

TO: Jae H. Kim, Deputy Advisory Agency
Department of City Planning

FROM: Timothy Tyson, Chief Forester
Bureau of Street Services, Urban Forestry Division

SUBJECT: **CPC-2018-7329. 1424 N. Deepwater Avenue**

In regard to your request for review of this case regarding Urban Forestry requirements. It is our recommendation that:

Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Urban Forestry Division of the Bureau of Street Services. Parkway tree removals shall be replanted at a 2:1 ratio All street tree plantings shall be brought up to current standards. When the City has previously been paid for tree plantings, the sub divider or contractor shall notify the Urban Forestry Division at: (213) 847-3077 upon completion of construction to expedite tree planting.

Note: Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: (213) 847-3077 for permit information. CEQA document must address parkway tree removals.

+FORM. GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

February 11, 2019

TO: Vincent Bertoni, AICP, Director of Planning
Department of City Planning
Attention: Connie Chauv

FROM: Los Angeles Fire Department

SUBJECT: **CITY PLANNING CASE CPC-2018-7329 (1424 DEEPWATER AVENUE)**

Submit plot plans for Fire Department approval and review prior to recordation of City Planning Case.

RECOMMENDATIONS:

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

One or more Knox Boxes will be required to be installed for LAFD access to project. location and number to be determined by LAFD Field Inspector. (Refer to FPB Req # 75).

505.1 Address identification. New and existing buildings shall have approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.

Where above ground floors are used for residential purposes, the access requirement shall be interpreted as being the horizontal travel distance from the street, driveway, alley, or designated fire lane to the main entrance of individual units.

The entrance or exit of all ground dwelling units shall not be more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

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.

2014 CITY OF LOS ANGELES FIRE CODE, SECTION 503.1.4 (EXCEPTION)

a. When this exception is applied to a fully fire sprinklered residential building equipped with a wet standpipe outlet inside an exit stairway with at least a 2 hour rating the distance from the wet standpipe outlet in the stairway to the entry door of any dwelling unit or guest room shall not exceed 150 feet of horizontal travel AND the distance from the edge of the roadway of an improved street or approved fire lane to the door into the same exit stairway directly from outside the building shall not exceed 150 feet of horizontal travel.

b. It is the intent of this policy that in no case will the maximum travel distance exceed 150 feet inside the structure and 150 feet outside the structure. The term “horizontal travel” refers to the actual path of travel to be taken by a person responding to an emergency in the building.

c. This policy does not apply to single-family dwellings or to non-residential buildings.

Building designs for multi-storied residential buildings shall incorporate at least one access stairwell off the main lobby of the building; But, in no case greater than 150ft horizontal travel distance from the edge of the public street, private street or Fire Lane. This stairwell shall extend onto the roof.

Entrance to the main lobby shall be located off the address side of the building.

Any required Fire Annunciator panel or Fire Control Room shall be located within 20ft visual line of site of the main entrance stairwell or to the satisfaction of the Fire Department.

Where rescue window access is required, provide conditions and improvements necessary to meet accessibility standards as determined by the Los Angeles Fire Department.

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.

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

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

Submit plot plans indicating access road and turning area for Fire Department approval.

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.

No framing shall be allowed until the roadway is installed to the satisfaction of the Fire Department.

Any required fire hydrants to be installed shall be fully operational and accepted by the Fire Department prior to any building construction.

Site plans shall include all overhead utility lines adjacent to the site.

Any roof elevation changes in excess of 3 feet may require the installation of ships ladders.

All parking restrictions for fire lanes shall be posted and/or painted prior to any Temporary Certificate of Occupancy being issued.

Plans showing areas to be posted and/or painted, “FIRE LANE NO PARKING” shall be submitted and approved by the Fire Department prior to building permit application sign-off.

Electric Gates approved by the Fire Department shall be tested by the Fire Department prior to Building and Safety granting a Certificate of Occupancy.

Construction of public or private roadway in the proposed development shall not exceed 15 percent in grade.

Private development shall conform to the standard street dimensions shown on Department of Public Works Standard Plan S-470-0.

Standard cut-corners will be used on all turns.

5101.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems.

The applicant is further advised that all subsequent contact regarding these conditions must be with the Hydrant and Access Unit. This would include clarification, verification of condition compliance and plans or building permit applications, etc., and shall be accomplished **BY APPOINTMENT ONLY**, in order to assure that you receive service with a minimum amount of waiting please call **(213) 220-8066**. You should advise any consultant representing you of this requirement as well.

RALPH M. TERRAZAS
Fire Chief

Kristin Crowley, Fire Marshal
Bureau of Fire Prevention and Public Safety

KC:RED:yw
CPC-2018-7329

EXHIBIT E

PUBLIC CORRESPONDENCE

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

1424 North Deepwater Ave

1 message

Tina Owens <tinaowens10@yahoo.com> Sun, Nov 24, 2019 at 8:49 PM
To: "connie.chauv@lacity.org" <connie.chauv@lacity.org>

Dear Ms. Chauv, and respected board members,

I am writing this email as per your instructions at the meeting that was held on Nov, 8th, of this year. I going to write this letter as if I were speaking to a good neighbor that I have know for years.

I live at 1457 Baypoint Ave, and we are within the 500 ft radius of this proposed project. I and my family consider our selves transplants in this wonderful neighborhood. We moved to this neighborhood in October of 2015, and were so happy that we had found all that we were shopping for in a home. When I say that we are transplants I mean we moved from the neighboring city of San Pedro. We really did work hard to purchase our home. We shop for month for good locations, and achieved what many call the "American Dream" when we found this particular home.

One of the reasons we went with this home was because it is in a R1 zone, and since we moved from what some would called a better part of San Pedro it hasn't been for quite some time. Above Gaffey and a very coastal area. 31st street to be exact, and unfortunately it isn't and wasn't that way in a very long time, and that was one of the main reason we decided to purchase this home in this very welcoming neighborhood of Wilmington.

I just want to give you an example of some of the things that are happening in our community, and surrounding communities.

My daughter was assaulted and almost raped by a HOMELESS man on 11/10/19. This man tried to rapped my daughter, and stab her with a pair of scissors. The police were call and they are investigating, as well as Channel 4 news reported on it, but WHAT IF?! What if the neighbors didn't hear her screams for help? What if they had decided to mind their own business? What if's, is what my family, and I are full of right now, but we are very grateful for the outcome and grateful my daughter is here to tell her story. One thing I do want you to consider. What if this is a young student, or even a elementary student walking home from school? Would these youngest know how to fight back? Would they panic, freeze, and just comply? This is a very scary time we live in, and protecting those we love is becoming harder, and harder. As these acts get more shameless due to mental illness, drug addictions, or just not caring for the well being of other or the community because they don't have any ties to it. This is just a personal example of what is happening right now currently in our very own communities of Wilmington, San Pedro, Long Beach.

Please take into consideration that what if, this were your community, or your children, and or any of your family members? I ask you to please take into consideration how desperate some homeless individuals become, and our beloved community will be the ones to have to deal with any repercussions of any and all events that takes place in our community. This is where we decided to built our legacy for our children, and our grandchildren. Some where we consider right now to be a safe place! We want to keep it that way.

Please take into consideration that just because Deepwater is a cheap piece of land 750,000 to be exact there are still so many things to take into consideration. We've spoken about crime, but also lets talk about the 7 cap oil drills, and anything is possible taking into consideration what has happened, and what is happening with The Carrousel community in Carson, Calif.

I don't want something to happen, and years from now we are left to deal with it just like The Carrousel are dealing with their issues now, and then there isn't anything we can do about it. When there is something we can do now! Put this homeless project in a place that is more suitable for all concerned.

Please don't misunderstand anything in my letter. I am a very loving and kind person, and I would give the shirt off of my back, and my last dollar to help those that are in need, but taking into consideration all of the variable. Taking into consideration for all concerned.

One last thing I would like to convey to you. I myself am a 55yr old female. I am not old, nor do I feel old, but I am consider a senior citizen. So thinking that the people that are going to occupy this facility are old isn't practical. I am sure that in their current situation they have friends that are most likely in their same predicament. Who's to say that they don't want to help a friend, and allow them to live with them. What if this person does have some type of record that doesn't allow them to live within so many feet of a school, but yet they do because a current resident is helping them. There are some many things that can happened, and or go under the radar of all the screening, and the on site faculty.

There are just some many variables, that considering LINC to find another suitable location is the most responsible solution. That is the way LINC can be good neighbors. They can be good neighbors in helping us keep our community safe, keeping our children, businesses, and our existing senior safe, as well as helping our those less fortunate.

Please I ask you with all humbleness to just put yourself in our shoes and consider if this is something you would want in your neighborhood? Also please take into deep consideration that there any some many other suitable properties for this type of project, and the responsible decision is to keep our community and children safe.

Sincerely,
Tina Owens

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Wilmington NC and the Deepwater project

Valerie Contreras <valcwnc@gmail.com> Sun, Nov 24, 2019 at 12:42 PM
To: connie.chauv@lacity.org

Hello Connie,

On behalf of our stakeholders I am following up to request an update for the Deepwater project and to obtain the appeal process for this project.

We are requesting an update on the process and if this has been approved. As I stated our neighborhood council has opposed it and I presented the letter to you (at the hearing) that was approved by our full board. Additionally, I presented 2 community impact statements our board filed in 2017 opposing these homeless projects for Wilmington.

We are interested in appealing the Deepwater project if it should get approved.
We understand that you held the hearing after the fact. Our community deserves more.

Please inform the Neighborhood Council on all future actions regarding homeless housing developments for our community prior to any approval or efforts to move forward via our neighborhood council meetings.

We understand there are plans for homeless housing on Banning Blvd. and Marine.
We suggest you request a presentation at one of our council meetings in February or March to give an update to all the people of Wilmington prior to any site suggested for Wilmington.

Kindly advise us on the process for appeal to the Deepwater project as soon as possible.

Please provide the update as soon as possible.
Thank you

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Mission Statement: "To have an enduring impact on the community"

Best Regards,

Valerie Contreras, Chair

Wilmington Neighborhood Council

544 N. Avalon Blvd., Suite 103,

Wilmington, CA 90744,

Phone: 310-421-2754

Email:wilmingtonNC@empowerlala.org/valcwnc@gmail.com

Web: www.wilmingtonneighborhoodcouncil.com

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Support Letter for LINC Housing-Wilmington site_CD15United

1 message

Christian Guzman (via Google Docs) <c.louis.guzman@gmail.com> Thu, Nov 14, 2019 at 3:20 PM
Reply-To: Christian Guzman <c.louis.guzman@gmail.com>
To: connie.chauv@lacity.org

c.louis.guzman@gmail.com has attached the following document:

clg edit Support Letter for LINC Housing-Wilmington site_CD15United

Dear Connie Chauv,

This letter was drafted by the CD 15 Working Group United to End Homelessness.

I am a member of the group. I am also a resident of Wilmington. My immediate family lives in Wilmington as well and are proponents of more affordable housing also.

Sincerely,
Christian L. Guzman

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November 14, 2019

Los Angeles Department of City Planning
200 N. Spring St., Room 720/721
Los Angeles, CA 90012

RE: LINC Housing's Proposed Supportive Housing Development in Wilmington, CA

Dear Department Members:

The CD 15 United Working Group on Homelessness enthusiastically endorses LINC Housing's proposed 56-unit supportive housing community for seniors in Wilmington, located on Eubank Avenue, just north of Pacific Coast Highway. The CD15 Working Group on Homelessness is a council district-wide public-private coalition that champions ending and alleviating homelessness in Los Angeles Council District 15. Supportive housing is an integral piece of the solution to the housing and homelessness crises facing our region, especially since homelessness continues to rise throughout Los Angeles County.

The proposed housing development in Wilmington will provide critically needed housing for seniors experiencing homelessness. As of the 2019 Greater Los Angeles Homeless Count, 3,146 adults 62 years and older are without homes in the City of Los Angeles. This housing proposal addresses the growing challenge to housing stability that older adults face in our city.

In October, the CD15 United Working Group on Homelessness presented this housing proposal to community members. The project will bring quality apartment homes to Wilmington and be an asset to the area. Some of our most vulnerable residents will receive the supportive and life-enhancing services and programming that will help them achieve overall stability and wellbeing. Of further benefit, the housing community's proximity to the Wilmington Senior Center will allow for additional programs and resources to be available to its future residents.

Supportive housing has a transformative impact on the lives of residents who have experienced homelessness, as well as on communities as a whole. In the spirit of our shared mission, we are pleased to provide this letter of support for LINC's proposed development.

Sincerely,

CD15 United Working Group on Homelessness

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Linc Housing's Wilmington Housing for Seniors

1 message

Sarah Thomas <sthomas@unitedwayla.org> Tue, Nov 5, 2019 at 12:01 PM
To: "Connie.Chauv@lacity.org" <Connie.Chauv@lacity.org>
Cc: "tabarca@linchousing.org" <tabarca@linchousing.org>

RE: Linc Housing's Proposed Supportive Housing Development for Homeless Seniors in Wilmington, CA

Dear L.A. City Planning Commissioners & City Planning Department Members:

As Impact Advocacy Coordinator of United Way of Greater Los Angeles, I am submitting on behalf of my organization this statement of support for Linc Housing's development in Wilmington, a supportive housing community proposing to provide 56 apartment homes for seniors who have experienced homelessness.

Los Angeles and the entire county are experiencing a homelessness and housing affordability crisis and we have a shared responsibility to help people out of homelessness through the creation of supportive housing. LINC's proposal will allow our homeless senior neighbors to achieve stability and wellbeing in a stable, secure environment.

I am enthusiastically in favor of this supportive housing community.

Sincerely,

SARAH THOMAS | Impact Advocacy Coordinator

She/Her/Hers

United Way of Greater Los Angeles
1150 S. Olive Street, Suite T500, Los Angeles CA 90015 | tel: 213-808-6237

www.unitedwayla.org | Find us on: Facebook | Twitter | Instagram

United Way GREATER LOS ANGELES

JOIN US

Leading the fight to end homelessness and poverty in L.A. County.

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

LINC Housing project 1424 Deepwater-NC official action taken

1 message

Valerie Contreras <valcwnc@gmail.com> Wed, Oct 23, 2019 at 10:25 PM
To: connie.chauv@lacity.org
Cc: gina martinez <wnc.gina@gmail.com>, Barbara Zepeda <Barbarazepedawnc@gmail.com>, Carlos Sanchez <si5cinco5555@yahoo.com>, santi SED <santiagownc@gmail.com>

Reference: LINC Housing project located at 1424 Deepwater Avenue, Wilmington CA 90744

Attn: Connie Chauv (Connie.Chauv@lacity.org)

Case No's:

ENV-2018-7626, ENV-2018-7626-A, ENV-2018-7626-B1, ENV-2018-7626-B2, ENV-2018-7626-B3, ENV-2018-7626-C, ENV-2018-7626-D, ENV-20-18-7626-E, ENV-2018-7626-F, ENV-2018-7626-G, ENV-2018-7626-H, ENV 2018-7626-MND

CPC-2018-7329-GPAJ-ZCJ-SPR/ several community impact statements were filed in the past years against homeless housing in our community.

Greeting City Planning Department:

I hope this email finds you well. Please see the following attachment with regards to the above-referenced project and case numbers.

On October 22, 2019 a Governing Board and Stakeholders meeting was held. We had a very large turnout including a teacher from the local high school, advocates, homeowners and local residents from the area to discuss this project.

The residents are up in arms over this project. After reviewing documentation and hearing from those in attendance we had been asked to take official action and are now doing so. The governing body held this Brown Act meeting and a "Special Executive Board" meeting to address this issue. The Wilmington Neighborhood Council voted unanimously and approved the attached letter opposing this project. This is the official response to this project and we strongly oppose it.

Although, homelessness is a crisis n our city, we must do what is best for our community.

Please note, most of the homeless in our area are not individuals who became homeless after living in this area. But rather have been relocated into the Wilmington community from other areas. LAPD at their last CPAB meeting confirmed this information further stating that as a result of this activity and policy that crime has increased in his area.

We are well aware that our Councilman is rushing to build several homeless housing projects in our community. This includes this location on Deepwater as well as one at 828 Eubank, 445 N. Avalon and one in the 900 block of Marine. The first 3 mentioned above are within 3 blocks of each other, all projection would be 100 % permanent supportive housing.

Upon declaring a homeless crisis our Mayor's strategy was to have 1 Bridge Home in every district. We are getting three within our district. We are also getting a navigation center and have a huge amount of those living in RV's directed to our community with the city's safe parking policy 85.02 and now the oversaturation of 100% permanent supportive housing being built. Every single one of these "affordable Housing" projects are 100 percent Permanent Supportive Housing which only encourages the homeless to continue to be located here. Not a single district is being sacrificed like our community. This tremendous overload on such a small community that already experiences blight and environmental hazards from the Port pollution, port truck traffic, railroads, refineries, as well as noise pollution and soil contamination because of these factors.

We trust that City planning will step up and protect our community and not approve this project. All environmental studies are not available and appear to have been removed. We are further aware that that projects such as this leave our residents unprotected and vulnerable to an overwhelming amount of health risks. One stakeholder brought her 7-year-old daughter and was in tears as she asked us to please do something. She and others knocked on doors asking residents to attend our meeting to become better informed.

My job is to advocate on behalf of the stakeholders and I too am worried about the health impacts this will have on my son who is also a child survivor of cancer as well as my own health risks. The city and its departments should not play with people's lives to meet their agenda.

Thank you for taking the time to read my email and the attached letter. I also request that this email and the attached letter be made part of the permanent record for this project and on all related case numbers.

--

Mission Statement: "To have an enduring impact on the community"

Best Regards,

Valerie Contreras, Chair

Wilmington Neighborhood Council

544 N. Avalon Blvd., Suite 103,

Wilmington, CA 90744,

Office:310-*522-2013*

Email:wilmingtonNC@empowerlala.org/valcwnc@gmail.com

Web: www.wilmingtonneighborhoodcouncil.com

Deepwater letter final signed 2 (1).pdf
247K

WILMINGTON NEIGHBORHOOD COUNCIL

544 N. Avalon Boulevard, Suite 103, Wilmington, California 90744
(310) 522-2013 wilmingtonNC@empowerLA.org
Website: Wilmingtonneighborhoodcouncil.com
LA's 1st Certified Neighborhood Council

Valerie Contreras, Chair
Carlos Sanchez, Co-Chair
Santiago Sedillo, Secretary
Gina Martinez, Treasurer
Barbara Zepeda, Parliamentarian

LA City Planning Commissioners & City Planning Department
City Council & Committees
Mayor Garcetti
CUGU

October 22, 2019,

Greetings,

Council files previously submitted: CF17-0090s, CF 08-0651, CF 17-1432, (18-0600-S2 ref.)

The Wilmington Neighborhood Council has taken action to oppose the proposed housing project by LINC at 1424 Deepwater Avenue, Wilmington, CA 90744.

Among our concerns are:

1. **Seven (7) capped/abandoned oils wells** on this property. As it stands right now there is a Mitigated Negative Declaration. One of these oil wells will have to be recapped but what about the others? It is a proven fact that **capped oil wells leak.** One example is, (the Carousel Tract) Recently, it was discovered that this entire housing development, less than a mile from this location, was built on top of several capped oil wells that leaked and are now all victims of contamination. Residents have had to be evacuated while their properties are cleaned of contamination and many have suffered from cancer among other illnesses. The cleanups that started in 2017 will not likely be finish prior to the year 2022. **The devastating effect it will have on our community** and future generations should be considered. Any person who is a tenant of an apartment can easily be relocated but what about the homeowners directly next door. This project will decrease the value of their homes and should the land become contaminated they will be left no option but to lose the investment they put into their homes or be forced to live with the contamination. Why aren't the homeowners being considered?
2. Also, this project directly **goes against the Wilmington** Harbor City **Community Plan.** Page I-4 of our plan specifically states there is a "need to maintain the low-density character of single-family neighborhoods and protect them from other incompatible uses." This property is in an R1 zone. This is reserved for single family homes. The Wilmington Community Profile that can be found within the Community Plan tells us that over 1/3 of our single-Family homes in Wilmington are over 75 years old. It also tells us that over another 1/3 of our single-family homes are between 55 -74 years old. This profile within the Community Plan further tells us that Wilmington has less single-family homes than most communities in the city of Los Angeles. We need to preserve are R1 zoning.
3. How can we expect our children to return and invest to purchase homes in our community if we have no single- family homes for our children? We need to protect our R1 zones and we do not agree with changing our R1 zones. Our Community Plan offers a solution on where to build residential and mixed-use development. **The solution is not to pick away at our residential zones** but rather to build along our commercial corridors such as Anaheim Street. **This project would fit nicely along the Anaheim corridor** between Broad Avenue and Alameda. There would be no need for rezoning of this project in that area.
4. We further have concerns with regards **to parking and traffic.** At the LINC housings presentation, the LINC spokesperson named Sunny advised the stakeholders that there would be only 19 parking spaces for all 56 units and staff. She informed the stakeholders that 10 of these spaces would be for staff and 1 space would be for the manager. That leaves **8 parking spaces for 55 residents.** Although the address states it will be located on Deepwater, the LINC Spokesperson Sunny advised that the only street that will have access to exit or enter this project is Eubank Avenue. Eubank Avenue is an extremely

narrow street that prohibits any parking as it is part of a commercial truck route that provides access to semi-tractor trailers hauling freight. The closest cross-street is Pacific Coast Hwy which also prohibits parking. There is no strategy whatsoever to address parking or any mitigating measure put in place. The lack of parking within our community has also been duly noted within our Community Plan specifically on page I-4. **This project will only exasperate an already exasperating parking issue.**

5. LINC spokesperson Sunny, also was not transparent during her October presentation with the community. She stated that this project would **be strictly for homeless seniors**. LINC's own literature tells a different story and states that only 50% of these units will be for seniors. There is no information about who will occupy these other units. Why isn't LINC being transparent with the community?
6. We also would like to note that this project is not aesthetically appealing to the area where the project is proposed. Should this project proceed it will be one of the three largest buildings within our community. The other 2 buildings are the Don Hotel located on Avalon Blvd. and the Best Western Hotel on Pacific Coast Hwy, also in a commercial area**. This behemoth of this project would strip all surrounding residents of their privacy** as tenants will be able to peer in the surrounding residents' yards with an unobstructed view. It will be so large that it will tower over all structures within the immediate vicinity.
7. **As a neighborhood council, it is our duty to advise this agency in the best interest of our stakeholders**. In 2017 the Wilmington Neighborhood Council took official action and filed not one or two community impact statements but three (3) community impact statements opposing Permanent Supporting Housing, Bridge Housing, and Homeless housing of any kind for our community with specific reasons being noted above. Regardless if this housing is needed, we have voiced on behalf of our community stakeholders and have taken action on their behalf and for the long-term effects, so it can be built elsewhere.
8. Additionally, **our Councilmember of CD 15 has worked his way around the City Charter** to create his own process for community input and hand picking his own working group to collect information on homeless in our community and take official action on those findings. **The Neighborhood council is the official elected body** to voice for the stakeholders of our community and take it back to City Council, **not some working group** compiled of non-profits who advocate for their own agenda, not developers who have their own stake in this and certainly not someone who leads this group and is not even an elected neighborhood council board member but an investor. **This is directly against the City Charter** and should be considered when allowing developers to come into our community and dictate what will happen in our single family R1 area. Something even Councilmember Joe wouldn't approve for his family.
9. The large majority of the homeless in this community have been brought here they are not individuals who experienced homelessness while once living here. We have a mission in Wilmington and individuals are dropped here from surrounding non- LA City communities. The officers confirmed this.

Although the Wilmington Neighborhood Council always encourages development within our community, we cannot support this project as the disadvantages and health risks from this project far outweigh the advantages that it will provide our stakeholders.

Respectfully,

Valerie Contreras

Valerie Contreras, Chair

The Wilmington Neighborhood Council

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

LINC Housing project 1424 Deepwater-NC official action taken

1 message

Valerie Contreras <valcwnc@gmail.com> Wed, Oct 23, 2019 at 10:25 PM
To: connie.chauv@lacity.org
Cc: gina martinez <wnc.gina@gmail.com>, Barbara Zepeda <Barbarazepedawnc@gmail.com>, Carlos Sanchez <si5cinco5555@yahoo.com>, santi SED <santiagownc@gmail.com>

Reference: LINC Housing project located at 1424 Deepwater Avenue, Wilmington CA 90744

Attn: Connie Chauv (Connie.Chauv@lacity.org)

Case No's:

ENV-2018-7626, ENV-2018-7626-A, ENV-2018-7626-B1, ENV-2018-7626-B2, ENV-2018-7626-B3, ENV-2018-7626-C, ENV-2018-7626-D, ENV-20-18-7626-E, ENV-2018-7626-F, ENV-2018-7626-G, ENV-2018-7626-H, ENV 2018-7626-MND

CPC-2018-7329-GPAJ-ZCJ-SPR/ several community impact statements were filed in the past years against homeless housing in our community.

Greeting City Planning Department:

I hope this email finds you well. Please see the following attachment with regards to the above-referenced project and case numbers.

On October 22, 2019 a Governing Board and Stakeholders meeting was held. We had a very large turnout including a teacher from the local high school, advocates, homeowners and local residents from the area to discuss this project.

The residents are up in arms over this project. After reviewing documentation and hearing from those in attendance we had been asked to take official action and are now doing so. The governing body held this Brown Act meeting and a "Special Executive Board" meeting to address this issue. The Wilmington Neighborhood Council voted unanimously and approved the attached letter opposing this project. This is the official response to this project and we strongly oppose it.

Although, homelessness is a crisis n our city, we must do what is best for our community.

Please note, most of the homeless in our area are not individuals who became homeless after living in this area. But rather have been relocated into the Wilmington community from other areas. LAPD at their last CPAB meeting confirmed this information further stating that as a result of this activity and policy that crime has increased in his area.

We are well aware that our Councilman is rushing to build several homeless housing projects in our community. This includes this location on Deepwater as well as one at 828 Eubank, 445 N. Avalon and one in the 900 block of Marine. The first 3 mentioned above are within 3 blocks of each other, all projection would be 100 % permanent supportive housing.

Upon declaring a homeless crisis our Mayor's strategy was to have 1 Bridge Home in every district. We are getting three within our district. We are also getting a navigation center and have a huge amount of those living in RV's directed to our community with the city's safe parking policy 85.02 and now the oversaturation of 100% permanent supportive housing being built. Every single one of these "affordable Housing" projects are 100 percent Permanent Supportive Housing which only encourages the homeless to continue to be located here. Not a single district is being sacrificed like our community. This tremendous overload on such a small community that already experiences blight and environmental hazards from the Port pollution, port truck traffic, railroads, refineries, as well as noise pollution and soil contamination because of these factors.

We trust that City planning will step up and protect our community and not approve this project. All environmental studies are not available and appear to have been removed. We are further aware that that projects such as this leave our residents unprotected and vulnerable to an overwhelming amount of health risks. One stakeholder brought her 7-year-old daughter and was in tears as she asked us to please do something. She and others knocked on doors asking residents to attend our meeting to become better informed.

My job is to advocate on behalf of the stakeholders and I too am worried about the health impacts this will have on my son who is also a child survivor of cancer as well as my own health risks. The city and its departments should not play with people's lives to meet their agenda.

Thank you for taking the time to read my email and the attached letter. I also request that this email and the attached letter be made part of the permanent record for this project and on all related case numbers.

--

Mission Statement: "To have an enduring impact on the community"

Best Regards,

Valerie Contreras, Chair

Wilmington Neighborhood Council

544 N. Avalon Blvd., Suite 103,

Wilmington, CA 90744,

Office:310-*522-2013*

Email:wilmingtonNC@empowerlala.org/valcwnc@gmail.com

Web: www.wilmingtonneighborhoodcouncil.com

Deepwater letter final signed 2 (1).pdf
247K

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

LINC Housing project in Wilmington -Conservation support letter

1 message

Valerie Contreras <valcwnc@gmail.com> Thu, Oct 24, 2019 at 12:24 PM
To: connie.chauv@lacity.org, reuben.caldwell@lacity.org, Jessica Alvarado <jessica.alvarado@lacity.org>, marie.cobian@lacity.org, esther.amaya@lacity.org
Cc: Melissa Plamondon <melissa.plamondon@lacity.org>

REF: ENV-2018-7330-C

Greeting City Planning Department,

I hope you are doing well.
Attached please find a letter from the Conservation department on the topic of the property at 1424 Deepwater Avenue in the community Wilmington.

Thank you
--

Mission Statement: "To have an enduring impact on the community"

Best Regards,

Valerie Contreras, Chair

Wilmington Neighborhood Council

544 N. Avalon Blvd., Suite 103,

Wilmington, CA 90744,

Office:310-*522-2013*

Email:wilmingtonNC@empowerlala.org/valcwnc@gmail.com

Web: www.wilmingtonneighborhoodcouncil.com

Deepwater support Conservation letter.pdf
6606K

Original Date: August 19, 2019
Revised date: September 18, 2019

VIA EMAIL

Mr. Cody Snyder
LINC Housing Corporation
3590 Elm Avenue
Long Beach, CA 90807-3903
csnyder@linchousing.org

Ms. Connie Chauv
City of Los Angeles
Department of City Planning
200 North Spring Street, Room 720/721
Los Angeles, CA 90012
connie.chauv@lacity.org

Mr. Gary Carlin
Carlin Environmental Consulting, Inc.
2522 Chambers Road, #100
Tustin, CA 92780
gary@carlinenvironmental.com

Division Reference Number: **CSWR ID 1011650**
Assessor Parcel Number: 7422-023-047
Project Address: 1424 Deepwater Avenue, Wilmington, CA 90744
Property Owner: LINC Housing Corporation
Project Name: LINC Housing Project – Wilmington Apts.

Dear Mr. Synder, Ms. Chauv, and Mr. Carlin:

The Division of Oil, Gas, and Geothermal Resources' (Division) authority is set forth in Division 3 of the Public Resources Code (PRC), and Title 14 of the California Code of Regulations (CCR). PRC § 3208.1 establishes well reabandonment responsibility when a previously plugged and abandoned well may be impacted by planned property development or construction activities. Local permitting agencies, property owners, and/or developers should be aware of, and fully understand, that significant and potentially dangerous issues may be associated with development near oil, gas, or geothermal wells.

The Division has received and reviewed the above referenced project application dated June 24, 2019. To assist local permitting agencies, property owners, and developers in

making wise land use decisions regarding potential development near oil, gas, or geothermal wells, the Division provides the following well evaluations.

The project is located in Los Angeles county, within the boundaries of the Wilmington oil field. Our records indicate there are seven known oil, gas, or geothermal wells located within the project boundary as identified in the application.

The proposed project is for a housing development with 56 apartment units in one three-story apartment building on an undeveloped lot.

The well listed below is not abandoned to current Division requirements as prescribed by law, and based upon information provided, is projected to be built over or have future access impeded. **The Division expects this well to be abandoned or reabandoned in compliance with current Division requirements prior to development.**

Well	Status
Exxon Mobil Corporation WTU-1812 API no. 03721986	The record review process shows that the subject well is **not** abandoned consistent with current PRC and CCR as of August 19, 2019. Based on well records: 1. Ranger zonal isolation plug is not present (CCR § 1723.1). 2. Upper Termina zonal isolation plug is present (CCR § 1723.1). Note: No well leak test reported.

The wells listed below are abandoned to current Division requirements as prescribed by law, and based upon information provided, are projected to be built over or have future access impeded.

Well	Status
Exxon Mobil Corporation WTU-1810 API no. 03721656	The record review process shows that the subject well is abandoned consistent with current PRC and CCR as of August 19, 2019 Note: No well leak test reported.
Exxon Mobil Corporation WTU-1811 API no. 03721657	The record review process shows that the subject well is abandoned consistent with current PRC and CCR as of August 9, 2019. Note: No well leak test reported.

Exxon Mobil Corporation WTU-1854 API no. 03722097	The record review process shows that the subject well is abandoned consistent with current PRC and CCR as of August 9, 2019. Note: No well leak test reported.
Exxon Mobil Corporation WTU-1855 API no. 03722100	The record review process shows that the subject well is abandoned consistent with current PRC and CCR as of August 9, 2019. Note: No well leak test reported.
Exxon Mobil Corporation WTU-1856 API no. 03722101	The record review process shows that the subject well is abandoned consistent with current PRC and CCR as of August 9, 2019. Note: No well leak test reported.
Exxon Mobil Corporation WTU-1857 API no. 03722102	The record review process shows that the subject well is abandoned consistent with current PRC and CCR as of August 9, 2019. Note: No well leak test reported.

The Division categorically advises against building over, or in any way impeding access to, oil, gas, or geothermal wells. Impeding access to a well could result in the need to remove any structure or obstacle that prevents or impedes access including, but not limited to, buildings, housing, fencing, landscaping, trees, pools, patios, sidewalks, roadways, and decking. Maintaining sufficient access is considered the ability for a well servicing unit and associated necessary equipment to reach a well from a public street or access way, solely over the parcel on which the well is located. A well servicing unit, and any necessary equipment, should be able to pass unimpeded along and over the route, and should be able to access the well without disturbing the integrity of surrounding infrastructure.

There are no guarantees a well abandoned in compliance with current Division requirements will not start leaking in the future. It always remains a possibility that any well may start to leak oil, gas, and/or water after abandonment, no matter how thoroughly the well was plugged and abandoned. The Division acknowledges wells plugged and abandoned to the most current standards have a lower probability of leaking in the future, however there is no guarantee that such abandonments will not leak.

The Division advises that all wells identified on the development parcel prior to, or during, development activities be tested for liquid and gas leakage. Surveyed locations should be provided to the Division in Latitude and Longitude, NAD 83 decimal format. The Division expects any wells found leaking to be reported to it immediately.

Failure to plug and reabandon a well may result in enforcement action, including an order to perform reabandonment well work, pursuant to PRC § 3208.1, and 3224.

PRC § 3208.1 gives the Division the authority to order or permit the re-abandonment of any well where it has reason to question the integrity of the previous abandonment, or if the well is not accessible or visible. Responsibility for re-abandonment costs may be affected by the choices made by the local permitting agency, property owner, and/or developer in considering the general advice set forth in this letter. The PRC continues to define the person or entity responsible for reabandonment as:

1. **The property owner** - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and in its current condition does not pose an immediate danger to life, health, and property, but requires additional work solely because the owner of the property on which the well is located proposes construction on the property that would prevent or impede access to the well for purposes of remedying a currently perceived future problem, then the owner of the property on which the well is located shall obtain all rights necessary to reabandon the well and be responsible for the reabandonment.

2. **The person or entity causing construction over or near the well** - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and the property owner, developer, or local agency permitting the construction failed either to obtain an opinion from the supervisor or district deputy as to whether the previously abandoned well is required to be reabandoned, or to follow the advice of the supervisor or district deputy not to undertake the construction, then the person or entity causing the construction over or near the well shall obtain all rights necessary to reabandon the well and be responsible for the reabandonment.

3. **The party or parties responsible for disturbing the integrity of the abandonment** - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and after that time someone other than the operator or an affiliate of the operator disturbed the integrity of the abandonment in the course of developing the property, then the party or parties responsible for disturbing the integrity of the abandonment shall be responsible for the reabandonment.

The statutes and regulations related to oil, gas, and geothermal resources can be found here: www.conservation.ca.gov/index/Documents/DOGGR-SR-1%20Web%20Copy.pdf

No well work may be performed on any oil, gas, or geothermal well without written approval from the Division. Well work requiring written approval includes, but is not limited to, mitigating leaking gas or other fluids from abandoned wells, modifications to well casings, and/or any other abandonment or re-abandonment work. The Division also regulates the top of a plugged and abandoned well's minimum and maximum depth below final grade. CCR §1723.5 states well casings shall be cut off at least 5 feet but no

more than 10 feet below grade. If any well needs to be lowered or raised (i.e. casing cut down or casing riser added) to meet this regulation, a permit from the Division is required before work can start.

The Division makes the following additional recommendations to the local permitting agency, property owner, and developer:

1. To ensure that present and future property owners are aware of (a) the existence of all wells located on the property, and (b) potentially significant issues associated with any improvements near oil or gas wells, the Division recommends that information regarding the above identified well(s), and any other pertinent information obtained after the issuance of this letter, be communicated to the appropriate county recorder for inclusion in the title information of the subject real property.

2. The Division recommends that any soil containing hydrocarbons be disposed of in accordance with local, state, and federal laws. Please notify the appropriate authorities if soil containing significant amounts of hydrocarbons is discovered during development.

As indicated in PRC § 3106, the Division has jurisdictional authority over the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells, and attendant facilities, to prevent, as far as possible, damage to life, health, property, and natural resources, damage to underground oil, gas, and geothermal deposits, and damage to underground and surface waters suitable for irrigation or domestic purposes. In addition to the Division's authority to order work on wells pursuant to PRC §§ 3208.1 and 3224, it has authority to issue civil and criminal penalties under PRC §§ 3236, 3236.5, and 3359 for violations within the Division's jurisdictional authority. The Division does not regulate grading, excavations, or other land use issues.

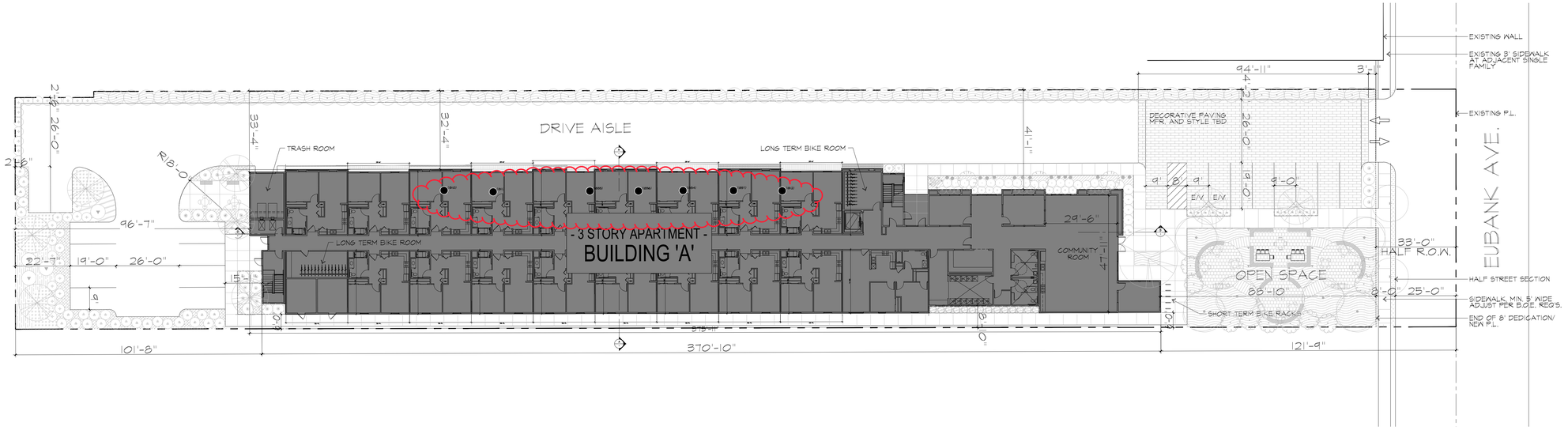
If during development activities, any wells are encountered that were not part of this review, the Division's construction site well review engineer in the Cypress district office is to be notified immediately, and an amended site plan with well casing diagrams for Division review shall be filed. After appropriate review, the District office will send a follow-up well evaluation letter to the property owner, applicant, and local permitting agency.

Should you have any questions, please contact me at (562) 637-4400 or via email at dogdist1@conservation.ca.gov.

Sincerely,

Grace Brandt
Construction Site Well Review Engineer

cc: Mr. Uduak Joe Ntuk, Los Angeles City Petroleum Administrator
uduak.ntuk@lacity.org



SITE INFORMATION:

GROSS AREA:	56,060 Sq. Ft., 1.29 ACRES
APN:	7422-023-047
ADDRESS:	1424 DEEPWATER AVENUE LOS ANGELES, CA
CURRENT ZONE:	R1-1XL-O-CUGU
PROPOSED ZONE:	C2-1XL-O-CUGU
CURRENT GEN. PLAN DESIG.:	LOW RESIDENTIAL
PROPOSED GEN. PLAN DESIG.:	GENERAL COMMERCIAL
ALLOWABLE UNITS:	1/400 Sq. Ft. (C2 ZONE) = 140 UNITS
PROPOSED UNITS:	56 UNITS
ALLOWABLE DENSITY:	108.2 DU/Acre (145 UNITS)
PROPOSED DENSITY:	41.8 DU/Acre (56 UNITS)
ALLOWABLE AREA:	56,060 Sq. Ft. x 1.5 FAR = 84,090 Sq. Ft. (C2-1XL)
ALLOWABLE HEIGHT:	45 Ft. (C2-1VL) = 35'-11" (PROPOSED) LAMC SEC. 11.5.11(e)
ROOF AREA:	18,150 SF (15% = 2,723 SF)
PROPOSED SOLAR AREA:	2,814 SF

BUILDING COUNT:

BUILDING "A" (3 STORIES) - (55) 1-BDRMS, (1) 2-BDRM, AND COMMUNITY ROOM W/ LAUNDRY	1 BLDG
TOTAL BUILDING COUNT:	1 BLDG

UNIT MIX:

PLAN 1: 1BR/1BA (618 Sq. Ft.):	55 UNITS
PLAN 2: 2BR/1BA (891 Sq. Ft.):	1 UNIT
TOTAL	56 UNITS

PARKING:

REQUIRED :	(56 x 0.3 = 16.5) 17 SPACES LAMC SEC. 11.5.11(e), AB-744
PROVIDED:	19 SPACES (2 ADA)

BICYCLES:

LONG TERM REQUIRED:	FIRST 25 UNITS, 1 PER UNIT (25) REMAINING UNITS, 1 PER 1.5 UNITS (20.7) 46 (LAMC 12.21 A.16)
LONG TERM PROVIDED:	48 SPOTS
SHORT TERM REQUIRED:	FIRST 25 UNITS, 1 PER 10 UNITS (2.5) REMAINING UNITS, 1 PER 15 UNITS (2.1) 5 (LAMC 12.21 A.16)
SHORT TERM PROVIDED:	5 SPOTS

OPEN SPACE:

REQUIRED:	100 Sq. Ft./1 BDRM AND 125 Sq. Ft./2 BDRM TOTAL = 5625 Sq. Ft.
PROVIDED:	1,468 Sq. Ft. COMMUNITY RM. (24%) 4,738 Sq. Ft. OPEN SPACE (76%) 6,206 Sq. Ft. TOTAL OPEN SPACE
LANDSCAPED AREA:	1,406.25 Sq. Ft. MINIMUM EQUALS 25% OF COMMON OPEN SPACE REQUIRED

SETBACKS:

	WEST (REAR)	NORTH (SIDE)	SOUTH (SIDE)	EAST (FRONT)
REQUIRED	15 FT	6 FT	6 FT	0 FT
PROVIDED	96 FT	32 FT	6 FT	86 FT

F.A.R. CALCULATIONS:

1st	
Residential	12,988 Sq. Ft.
Laundry	432 Sq. Ft.
Corridor/Hallway	2,061 Sq. Ft.
Support Spaces	1,181 Sq. Ft.
Community Rm/Offices	3,482 Sq. Ft.
Total 1st Floor	20,144 Sq. Ft.
2nd	
Residential	12,865 Sq. Ft.
Corridor/Hallway	1,802 Sq. Ft.
Support Spaces	862 Sq. Ft.
Total 2nd Floor	15,529 Sq. Ft.
3rd	
Residential	12,865 Sq. Ft.
Corridor/Hallway	1,802 Sq. Ft.
Support Spaces	862 Sq. Ft.
Total 3rd Floor	15,529 Sq. Ft.

BUILDING AREA:

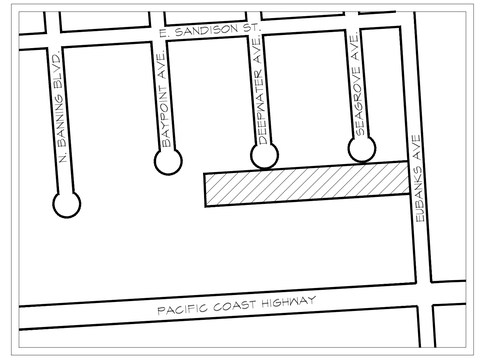
FIRST FLOOR:	20,144 Sq. Ft.
SECOND FLOOR:	15,529 Sq. Ft.
THIRD FLOOR:	15,529 Sq. Ft.
TOTAL FAR:	51,202 Sq. Ft.
PROPOSED FAR:	51,202 / 56,060 = 0.92
ALLOWABLE FAR (1.5):	56,060 Sq. Ft. x 1.5 FAR = 84,090 Sq. Ft. (C2-1VL)

SHEET INDEX

A-1	SITE PLAN
A-2	OPEN SPACE PLAN
A-3	UNIT PLANS
A-4	COMMUNITY ROOM PLAN
A-5	BLDG. COMPOSITES
A-6	ROOF PLAN
A-7	EXTERIOR ELEVATIONS
A-8	SECTIONS
A-9	CONCEPTUAL RENDERING
A-10	CONCEPTUAL RENDERING
A-11	CONCEPTUAL RENDERING
L-1	PLANTING PLAN

LEGEND

(WELL #) ABANDONED OIL WELL



VICINITY MAP (Not to Scale)

NOTES:
1. NO PHOTOVOLTAIC PANELS PROPOSED.
2. THIS IS A PUBLICLY FUNDED HOUSING PROJECT AND MUST COMPLY WITH CALIFORNIA BUILDING CODE CHAPTER 11B.

0 20 10 40

Conceptual Site Plan

Wilmington Apts.

Los Angeles, CA

Linc Community Development Corp.
3590 Elm Ave.
Long Beach, CA 90807
562.684.1120

Design & D33 Planning
31866 Camino Capistrano
San Juan Capistrano, CA
949.230.4537

SHEET A-1

11.06.2018, 01.09.2019, 03.06.2019, REV. 05.08.2019, REV. 06.03.2019

Project Name: LINC Housing Project – Wilmington Apts.
Address: 1424 Deepwater Ave.
APN: 7422-023-047

Field	Sec.	Twn	Rge
Wilmington	29	04S	13W, SB

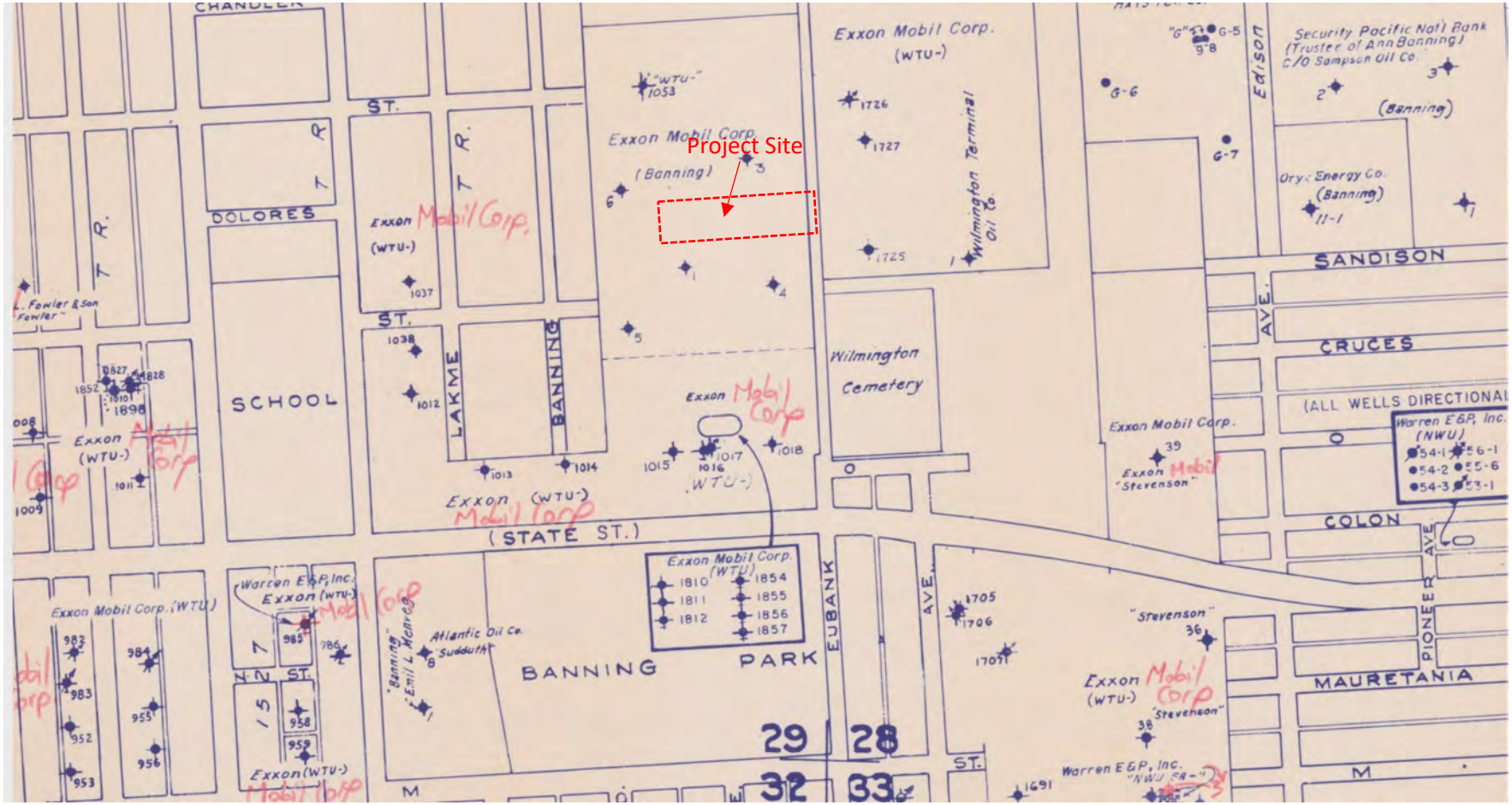
Operator	API No.	Well Name	Abd Date	Abd Stds	Insufficient or Missing Plugs	Comment
Exxon Mobile	03721656	WTU-1810	02/03/94	Yes		The well is plugged and abandoned consistent with current PRC and CCR. Note: No well leak test reported
Exxon Mobile	03721657	WTU-1811	03/22/95	Yes		The well is abandoned consistent with current PRC and CCR. Note: No well leak test reported
Exxon Mobile	03721986	WTU-1812	03/22/95	No	Ranger zone isolation zone plug is not present (CCR § 1723.1). Upper Terminal zone isolation zone plug is not present (CCR § 1723.1). Note: No well leak test reported	
Exxon Mobile	03722097	WTU-1854	12/08/95	Yes		The well is plugged and abandoned consistent with current PRC and CCR. Note: No well leak test reported
Exxon Mobile	03722100	WTU-1855	03/20/95	Yes		The well is plugged and abandoned consistent with current PRC and CCR. Note: No well leak test reported
Exxon Mobile	03722101	WTU-1856	12/08/95	Yes		The well is plugged and abandoned consistent with current PRC and CCR. Note: No well leak test reported
Exxon Mobile	03722102	WTU-1857	03/03/95	Yes		The well is plugged and abandoned consistent with current PRC and CCR. Note: No well leak test reported
Exxon Mobile	03705066	WTU-1015	08/15/94	No	Missing HZ plug	Outside
Exxon Mobile	03705067	WTU-1018	11/02/88	No	Missing HZ Plug and BFW Plug	Outside
Exxon Mobile	03705068	WTU-1016	02/16/95	Yes		Outside
Exxon Mobile	03705069	WTU-1017	05/16/91	Yes		Outside

Reviewed by E. Zimny 8/16/2019

Project Name: LINC Housing Project – Wilmington Apts.
Address: 1424 Deepwater Ave.
APN: 7422-023-047

GEOLOGICAL MARKERS	DEPTH
D_1	3073'
F	3358'
G	3660'
Hx	3780'
J	3950'

WTU 1810`

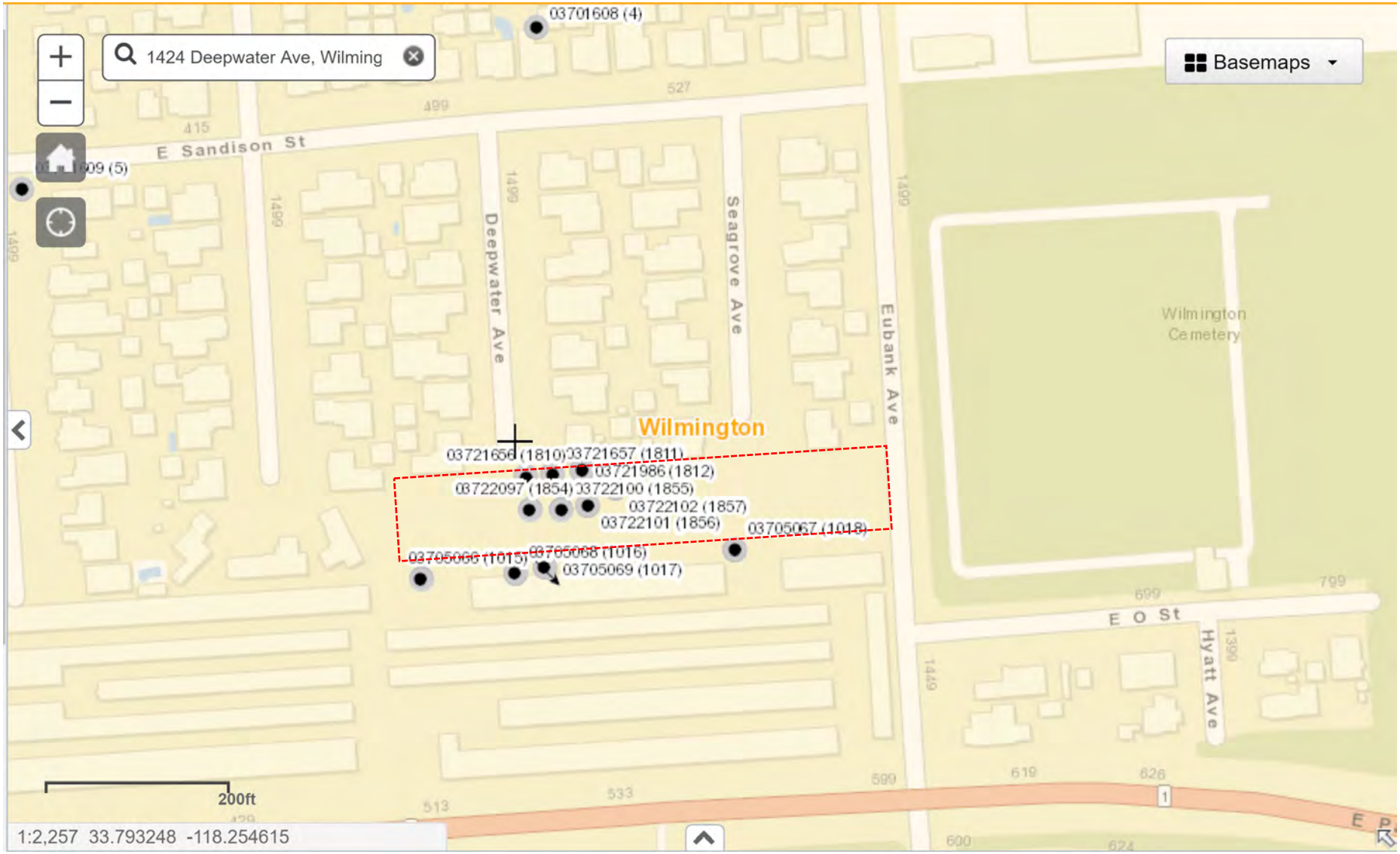


Reviewed by E. Zimny

8/16/2019

Project Name: LINC Housing Project – Wilmington Apts.
Address: 1424 Deepwater Ave.
APN: 7422-023-047
Source: Map 128(Division Map)

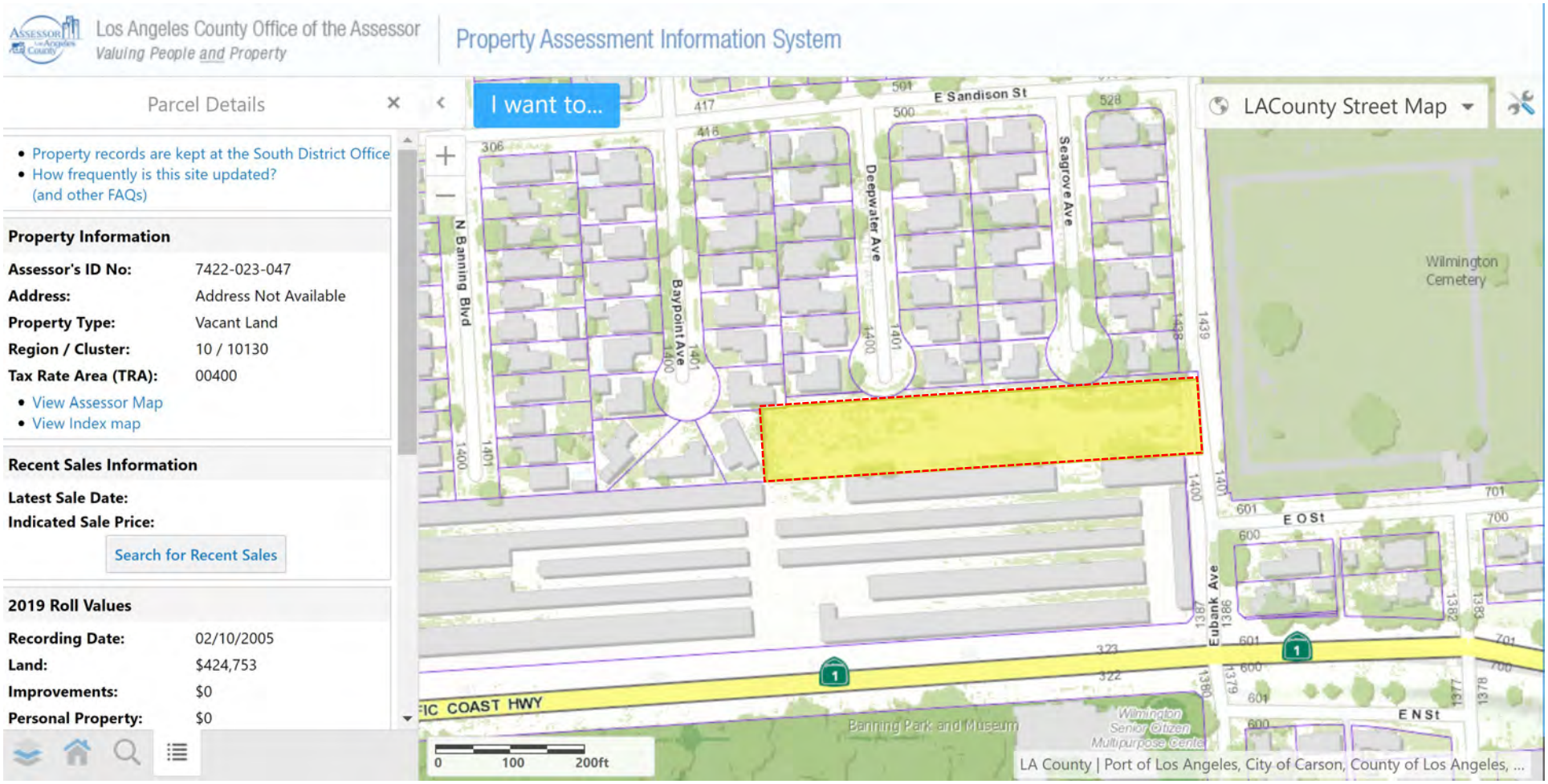
Project Name: LINC Housing Project – Wilmington Apts.
Address: 1424 Deepwater Ave.
APN: 7422-023-047



Reviewed by E. Zimny

8/16/2019

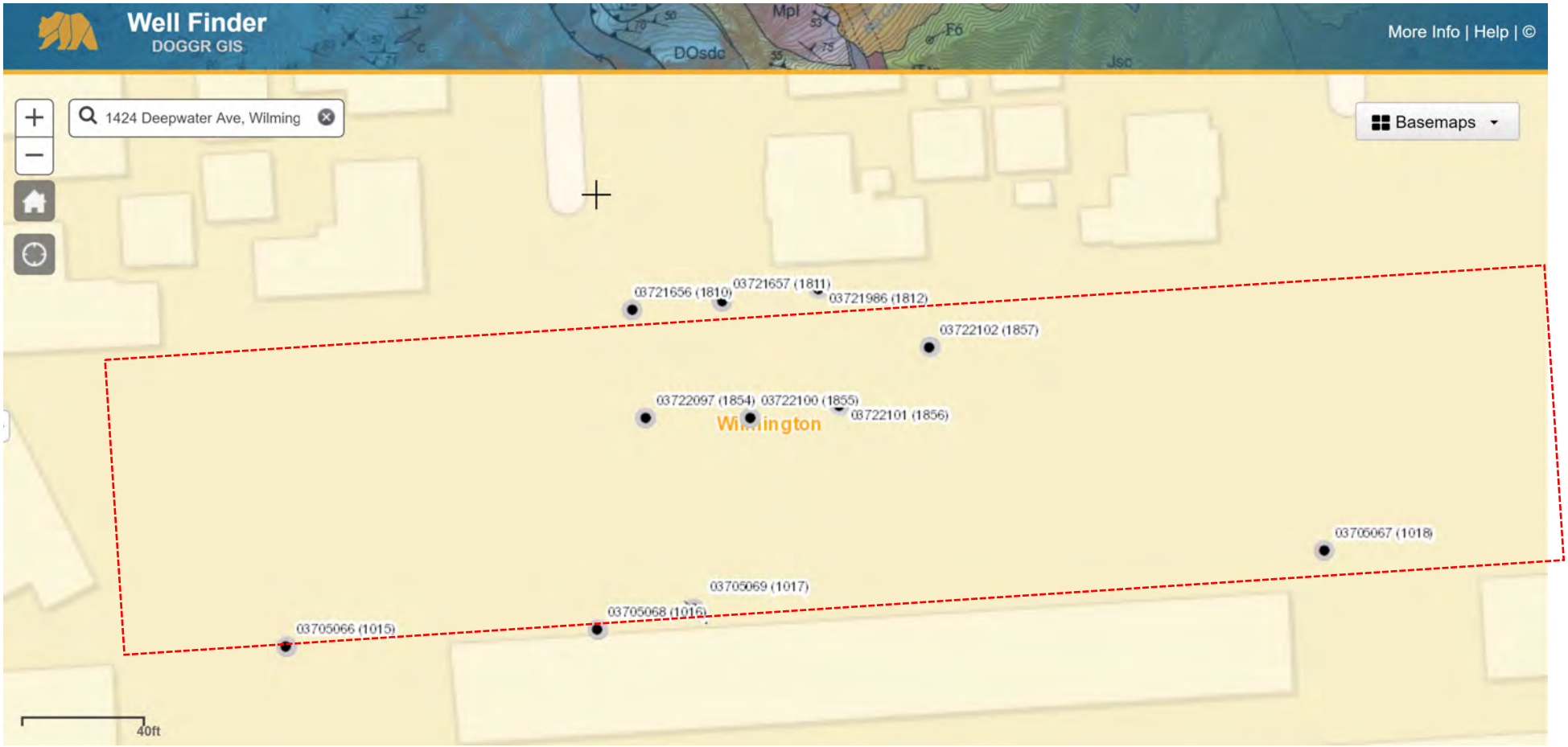
Project Name: LINC Housing Project – Wilmington Apts.
Address: 1424 Deepwater Ave.
APN: 7422-023-047



Reviewed by E. Zimny

8/16/2019

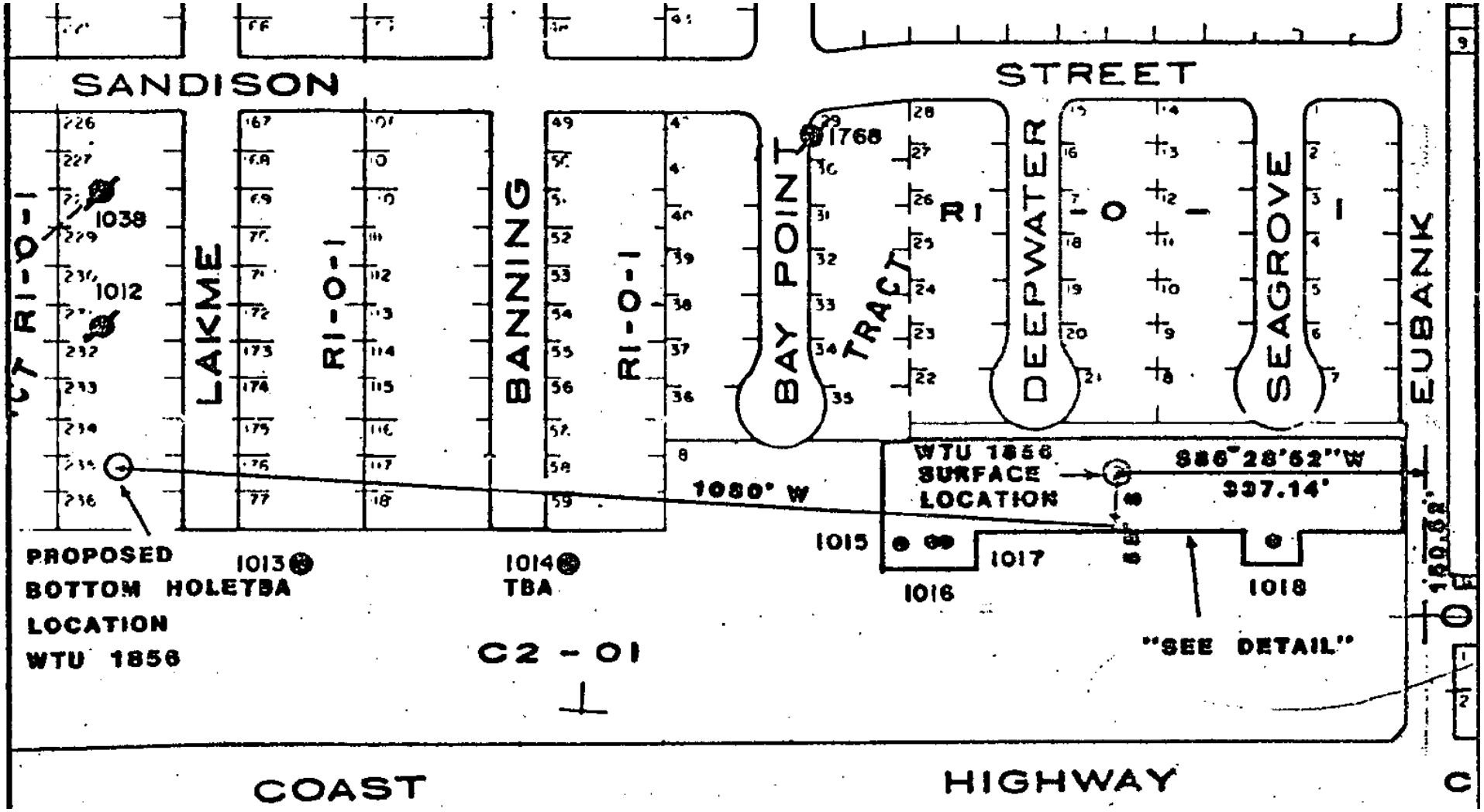
Project Name: LINC Housing Project – Wilmington Apts.
Address: 1424 Deepwater Ave.
APN: 7422-023-047



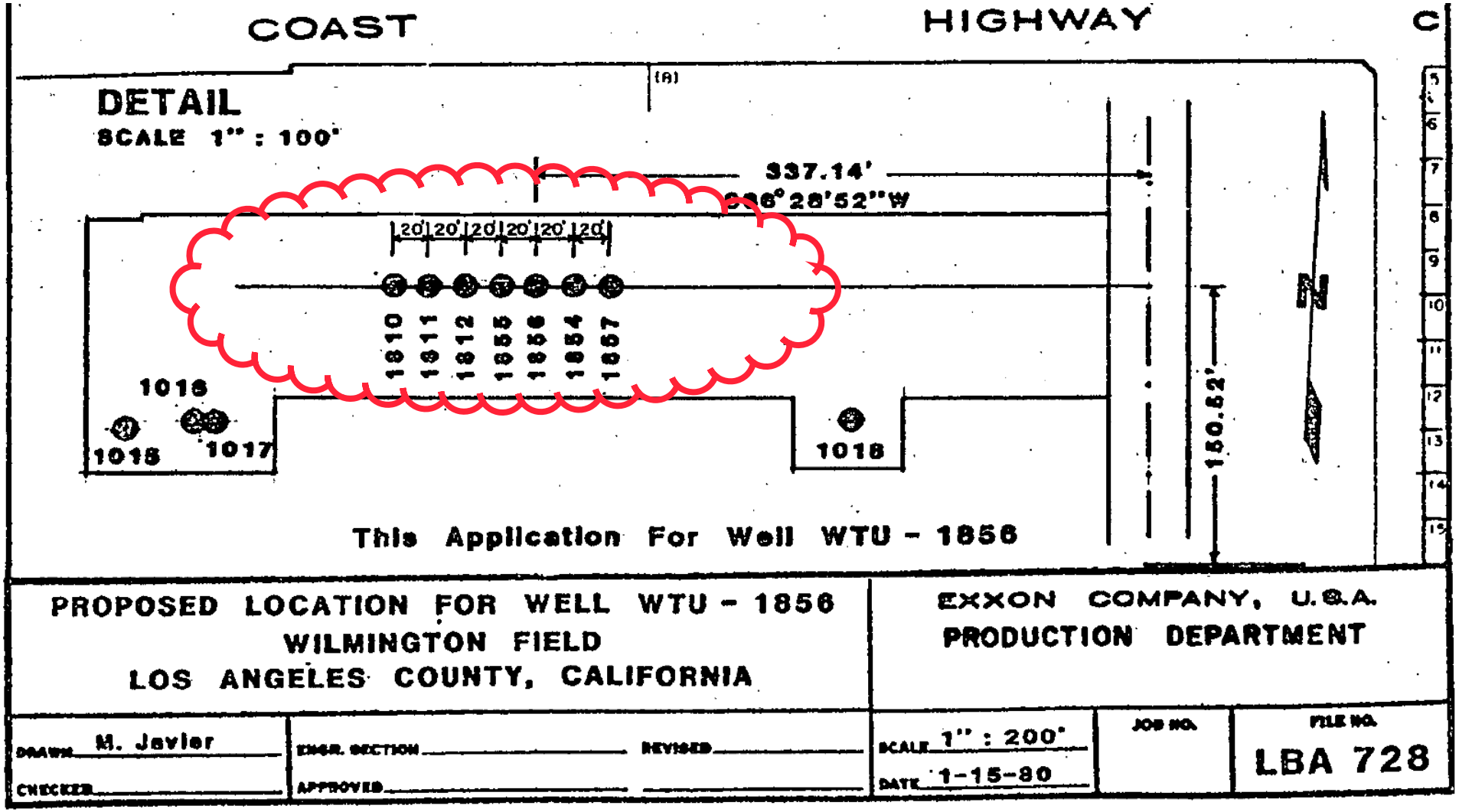
Reviewed by E. Zimny

8/16/2019

Project Name: LINC Housing Project – Wilmington Apts.
Address: 1424 Deepwater Ave.
APN: 7422-023-047

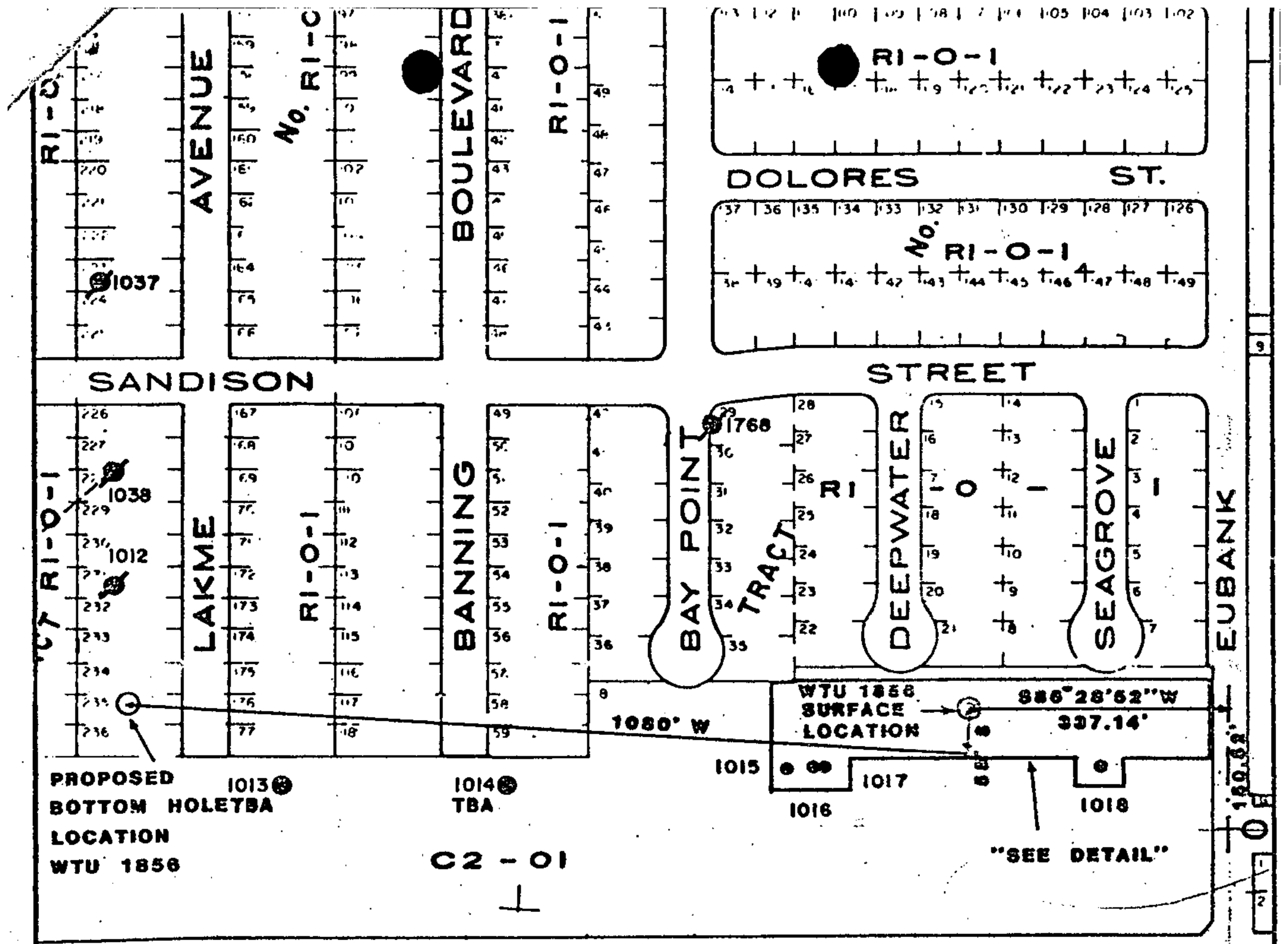


Project Name: LINC Housing Project – Wilmington Apts.
Address: 1424 Deepwater Ave.
APN: 7422-023-047



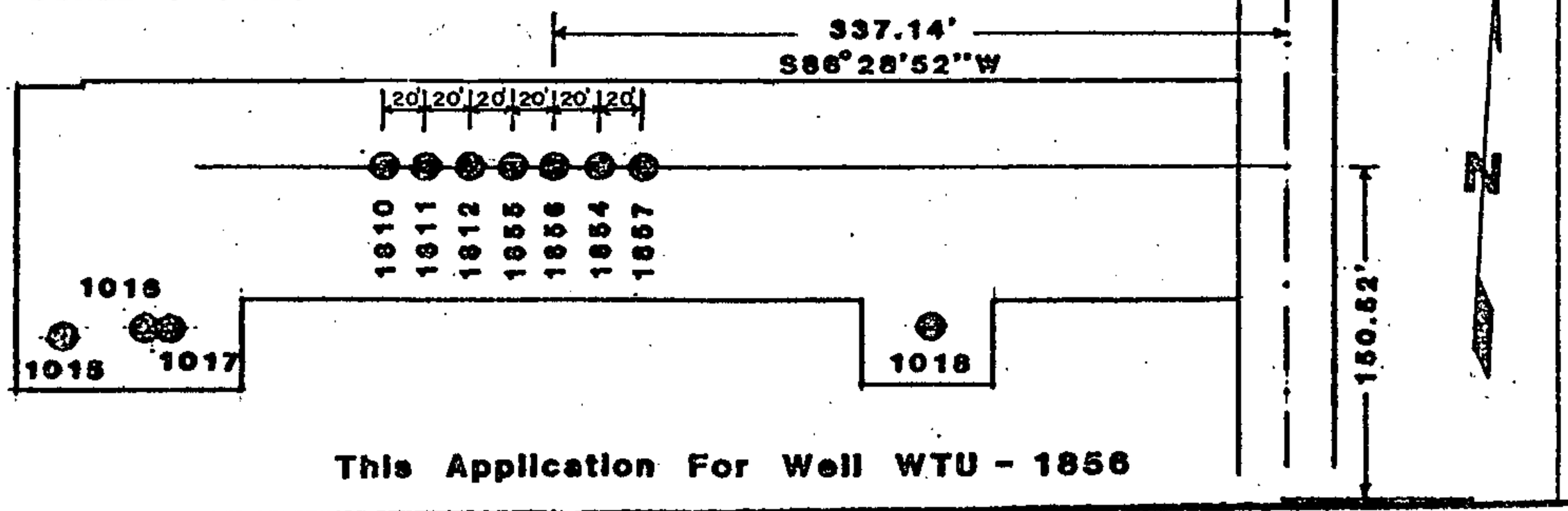
Reviewed by E. Zimny

8/16/2019



DETAIL

SCALE 1" : 100'



This Application For Well WTU - 1856

PROPOSED LOCATION FOR WELL WTU - 1856 WILMINGTON FIELD LOS ANGELES COUNTY, CALIFORNIA	EXXON COMPANY, U.S.A. PRODUCTION DEPARTMENT

DRAWN M. Javier	ENGR. SECTION	REVISED	SCALE 1" : 200'	JOB NO.
CHECKED	APPROVED		DATE 1-15-80	FILE NO. LBA 728

037-21656
ONSHORE

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF CONSERVATION

D

DIVISION OF OIL AND GAS

Notice of Intention to Drill New Well 3606

This notice and indemnity or cash bond shall be filed, and approval given, before drilling begins. If operations have not commenced within one year of receipt of the notice, this notice will be considered cancelled.

Exxon Corp.

FOR DIVISION USE ONLY					
MAP	MAP BOOK	CARDS	BOND	FORMS 114	FORMS 121
128	3/23/70 HPO	✓	B	✓	✓

DIVISION OF OIL AND GAS

In compliance with Section 3203, Division 3, Public Resources Code, notice is hereby given that it is our intention to commence drilling well No. WTU 1810, API No. 037-21656 (Assigned by Division),
Sec. 29, T. 4S, R. 13W, S.B. B. & M., Wilmington Field, Los Angeles County.

Legal description of mineral-right lease, consisting of _____ acres, is as follows: _____ (Attach map or plat to scale)

(Wilmington Townlot Unit)

Do mineral and surface leases coincide? Yes _____ No _____ If answer is no, attach legal description of both surface and mineral leases, and map or plat to scale.

Location of well _____ feet _____ (Direction) along property section line and _____ feet _____ (Direction)
at right angles to said line from the _____ corner of property section or
150.52' North along the centerline of Eubank Avenue thence Westerly S86°28'52"W 417.14' from said line from the intersection of the centerlines of "O" Street and Eubank Avenue.
If well is to be directionally drilled, show proposed coordinates at total depth 1370'S30°W of surface location.

Elevation of ground above sea level 49.75 feet.

All depth measurements taken from top of Kelly Bushing which is 10 feet above ground.
(Derrick Floor, Rotary Table or Kelly Bushing)

PROPOSED CASING PROGRAM

SIZE OF CASING INCHES A.P.I.	WEIGHT	GRADE AND TYPE	TOP	BOTTOM	CEMENTING DEPTHS	CALCULATED FILL BEHIND CASING
16"	Conductor		Surface	50'	50'	To Surface
10-3/4"	40.5#	J-55	Surface	500'	500'	To Surface
7"	23#	K-55	Surface	3000'	3000'	To Surface
5-1/2"	17#	K-55	2900'	4100'	-	-

(A complete drilling program is preferred and may be submitted in lieu of the above program)

Intended zone(s) of completion Ranger - Upper Terminal, 3100'-4000', 1100 psi @ -3600' S.S. Estimated total depth 4100'
(Name, depth and expected pressure)

It is understood that if changes in this plan become necessary we are to notify you immediately.

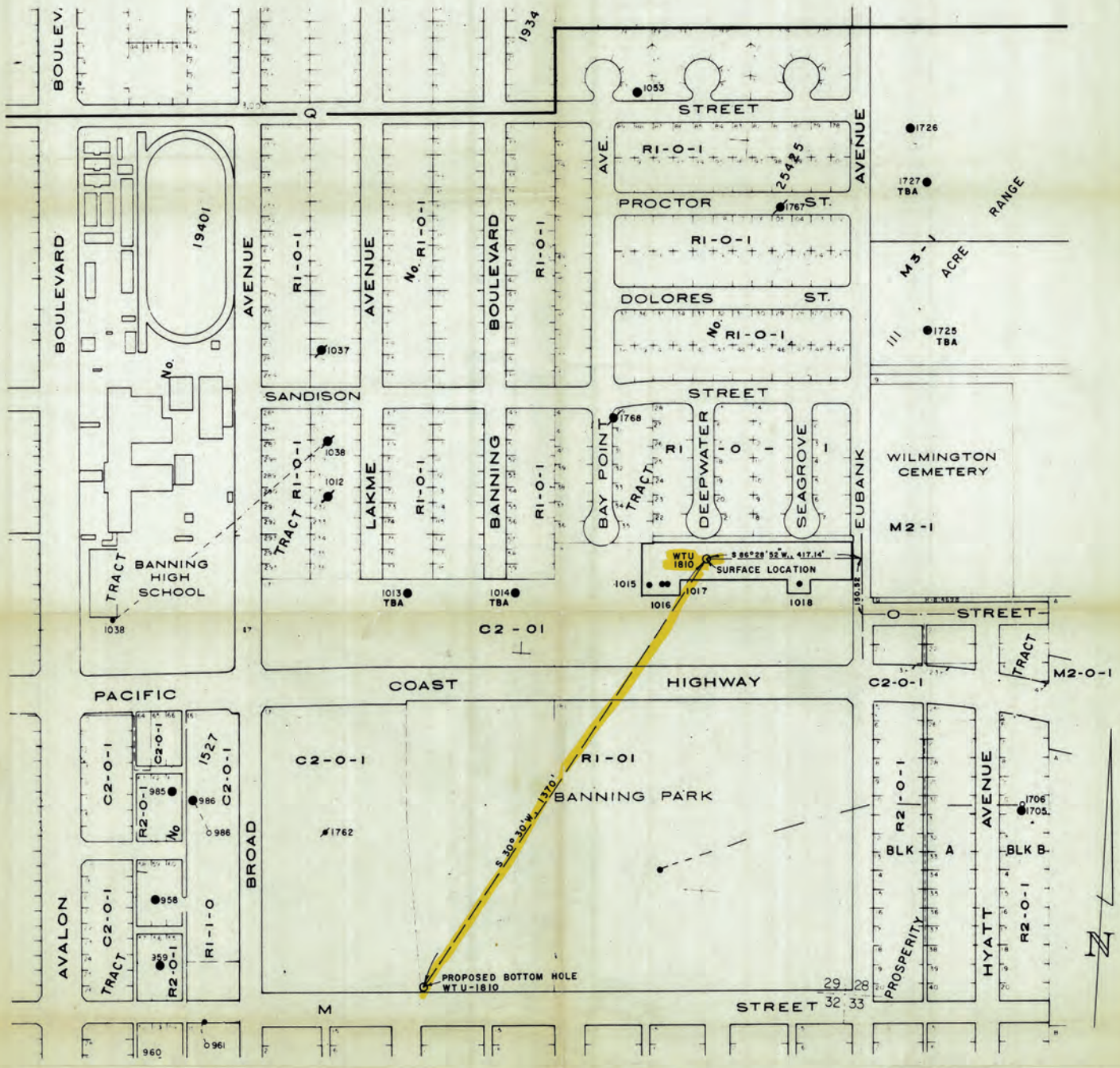
Address Post Office Box 7033 (Street)
Long Beach, California 90807 (City) (State) (Zip)
Telephone Number (213) 426-8844

EXXON CORPORATION (Name of Operator)
By J.M. McKinney (Name) 3/18/70 (Date)
Type of Organization Corporation (Corporation, Partnership, Individual, etc.)

OG105 (6-75-GSR1-15M)

RECEIVED
MAR 22 11 27 AM '76
DIV. OF OIL AND GAS
LONG BEACH, CA.

03721656



This Application For Well No. 1810

SCALE
200 0 200 400 600 800 1000 1200 FT

NO.	DATE	REVISIONS	BY	CHK	APPR

PROPOSED LOCATION FOR WTU-1810
WILMINGTON TOWNLOT UNIT
WILMINGTON FIELD LOS ANGELES COUNTY, CALIFORNIA

EXXON COMPANY U.S.A.
PRODUCTION DEPARTMENT

DRAWN N.D.C
CHK
ENGR SECT PRODUCTION
APPR
SCALE 1" = 200'
DATE 3-18-76
JOB NO
FILE NO LBC-101

037-21657

D
3606
ONSHORE

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF CONSERVATION

DIVISION OF OIL AND GAS

Notice of Intention to Drill New Well

This notice and indemnity or cash bond shall be filed, and approval given, before drilling begins. If operations have not commenced within one year of receipt of the notice, this notice will be considered cancelled.

FOR DIVISION USE ONLY					
MAP	MAP BOOK	CARDS	BOND	FORMS 114	FORMS 121
128	3/4/12.5 1008	✓	73	✓	✓

Exxon Corp.

DIVISION OF OIL AND GAS

In compliance with Section 3203, Division 3, Public Resources Code, notice is hereby given that it is our intention to commence drilling well No. WTU 1811, API No. 037-21657 (Assigned by Division)

Sec. 29, T. 4S, R. 13W, S.B. B. & M., Wilmington Field, Los Angeles County.

Legal description of mineral-right lease, consisting of _____ acres, is as follows: _____ (Attach map or plat to scale)

(Wilmington Townlot Unit)

Do mineral and surface leases coincide? Yes _____ No _____ If answer is no, attach legal description of both surface and mineral leases, and map or plat to scale.

Location of well _____ feet _____ (Direction) along property section line and _____ feet _____ (Direction)

at right angles to said line from the _____ property corner of section _____ or

150.52' North along the centerline of Eubank Avenue thence Westerly S86°28'52"W 397.14' from said line from the intersection of the centerlines of "O" Street and Eubank Avenue.

If well is to be directionally drilled, show proposed coordinates at total depth 615'N64°30'E of surface location.

Elevation of ground above sea level 49.75 feet.

All depth measurements taken from top of Kelly Bushing which is 10 feet above ground. (Derrick Floor, Rotary Table or Kelly Bushing)

PROPOSED CASING PROGRAM

SIZE OF CASING INCHES A.P.I.	WEIGHT	GRADE AND TYPE	TOP	BOTTOM	CEMENTING DEPTHS	CALCULATED FILL BEHIND CASING
16"	Conductor		Surface	50'	50'	To Surface
10-3/4"	40.5#	J-55	Surface	500'	500'	To Surface
7"	23#	K-55	Surface	3100'	3100'	To Surface
5-1/2"	17#	K-55	3000'	3600'	-	-

(A complete drilling program is preferred and may be submitted in lieu of the above program)

Intended zone(s) of completion Ranger, 3200-3500', 1100 psi @ -3600' S.S. (Name, depth and expected pressure) Estimated total depth 3600'

It is understood that if changes in this plan become necessary we are to notify you immediately.

Address Post Office Box 7033 (Street)

Long Beach, California 90807 (City) (State) (Zip)

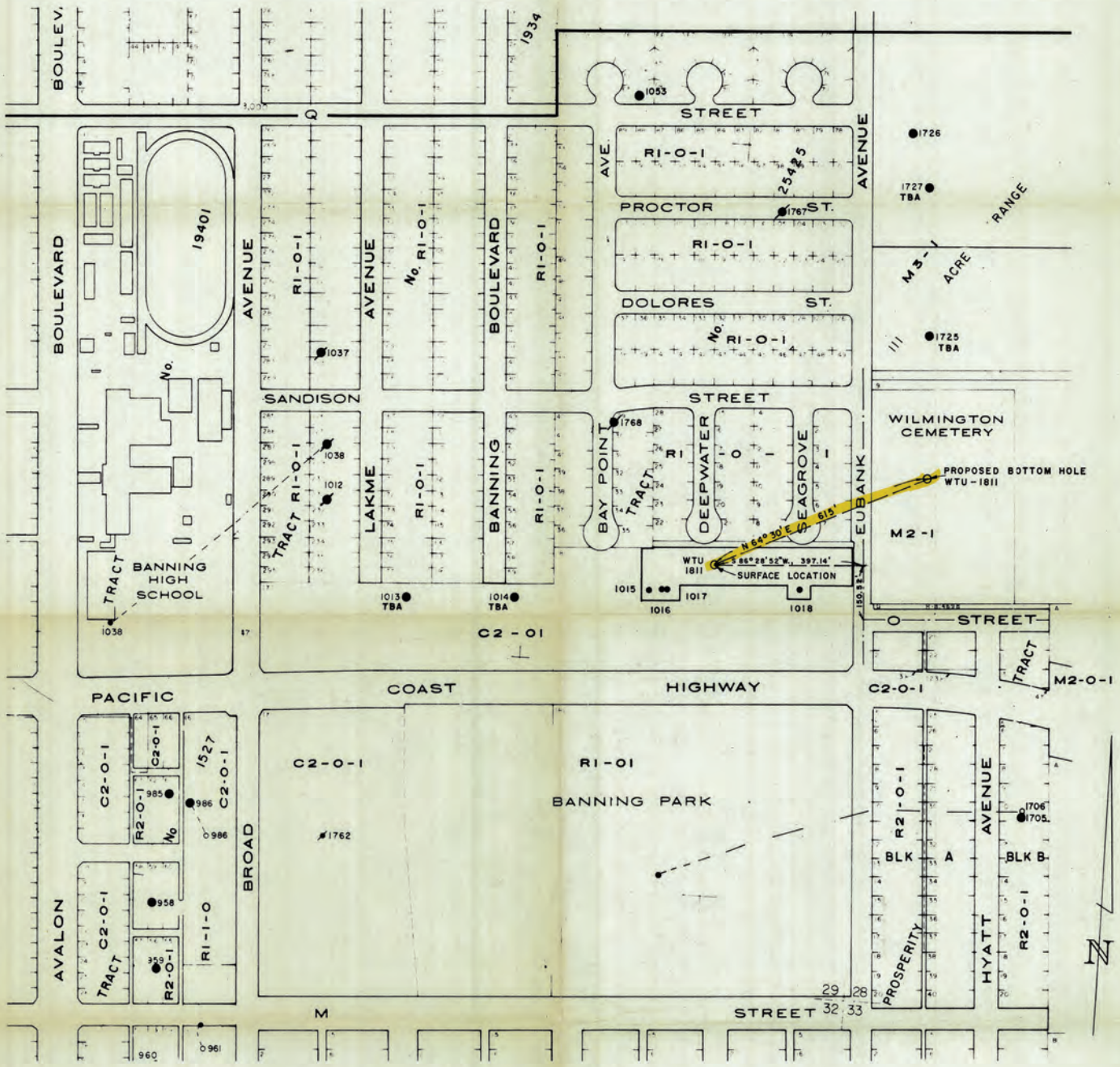
Telephone Number (213) 426-8844

EXXON CORPORATION (Name of Operator)

By J. M. McKinney (Name) 3/18/76 (Date)

Type of Organization Corporation (Corporation, Partnership, Individual, etc.)

OG105 (6-75-GSR1-15M)



This Application For Well No. 1811

SCALE

200 0 200 400 600 800 1000 1200 FT

NO.	DATE	REVISIONS	BY	CHK	APPR

PROPOSED LOCATION FOR WTU-1811
WILMINGTON TOWNLOT UNIT
WILMINGTON FIELD LOS ANGELES COUNTY, CALIFORNIA

EXXON COMPANY U.S.A.
PRODUCTION DEPARTMENT

DRAWN N.D.C
CHK
ENGR SECT PRODUCTION
APPR
SCALE 1" = 200'
DATE 3-18-76
JOB NO
FILE NO LBC-102

03721657

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF CONSERVATION

DIVISION OF OIL AND GAS
Notice of Intention to Drill New Well

OG 29

ORIGINAL

FOR DIVISION USE ONLY					
MAP	MAP BOOK	CARDS	BOND	FORMS	
				114	121
128	[illegible] DK	n/a	Blanket Statewide	n/a	n/a

In compliance with Section 3203, Division 3, Public Resources Code, notice is hereby given that it is our intention to commence drilling well No. WTU-1812, API No. 037-21986 (Assigned by Division),

Sec. 29, T. 4S, R. 13W, S.B. B. & M., Wilmington Field, Los Angeles County.

Legal description of mineral-right lease, consisting of _____ acres, is as follows: _____ (Attach map or plat to scale)

Wilmington Townlot Unit

Do mineral and surface leases coincide? Yes X No _____ If answer is no, attach legal description of both surface and mineral leases, and map or plat to scale.

Location of well _____ feet _____ (Direction) along section / property line and _____ feet _____ (Direction)

at right angles to said line from the _____ corner of section / property _____ (Cross out one) or

150.52' Northearly from centerline of '0' Street and ~~Eubank Avenue and 277.14' Westerly at S86° 28' 52"W~~

Is the well location within 300 feet of a habitation or place of public assemblage? Yes [X] No [ ]

If well is to be directionally drilled, show proposed coordinates (from surface location) at total depth:
360 feet North (Direction) and 635 feet West (Direction)

Elevation of ground above sea level 35± feet.

All depth measurements taken from top of Kelly Bushing (Derrick Floor, Rotary Table, or Kelly Bushing) which is 10 feet above ground.

PROPOSED CASING PROGRAM

SIZE OF CASING INCHES A.P.I.	WEIGHT	GRADE AND TYPE	TOP	BOTTOM	CEMENTING DEPTHS	CALCULATED FILL BEHIND CASING
16"	Conductor		KB	50'±	Shoe to surface	
10-3/4"	40.5#	K-55 ST&C	KB	800'±	Shoe to Surface	
7"	20.0#	K-55 ST&C	KB	3200'+	Shoe to surface	
5-1/2"	17.0#	K-55 ST&C	3160'+	3520'∓	Will not be cemented - gravel packed.	

(A complete drilling program is preferred and may be submitted in lieu of the above program)

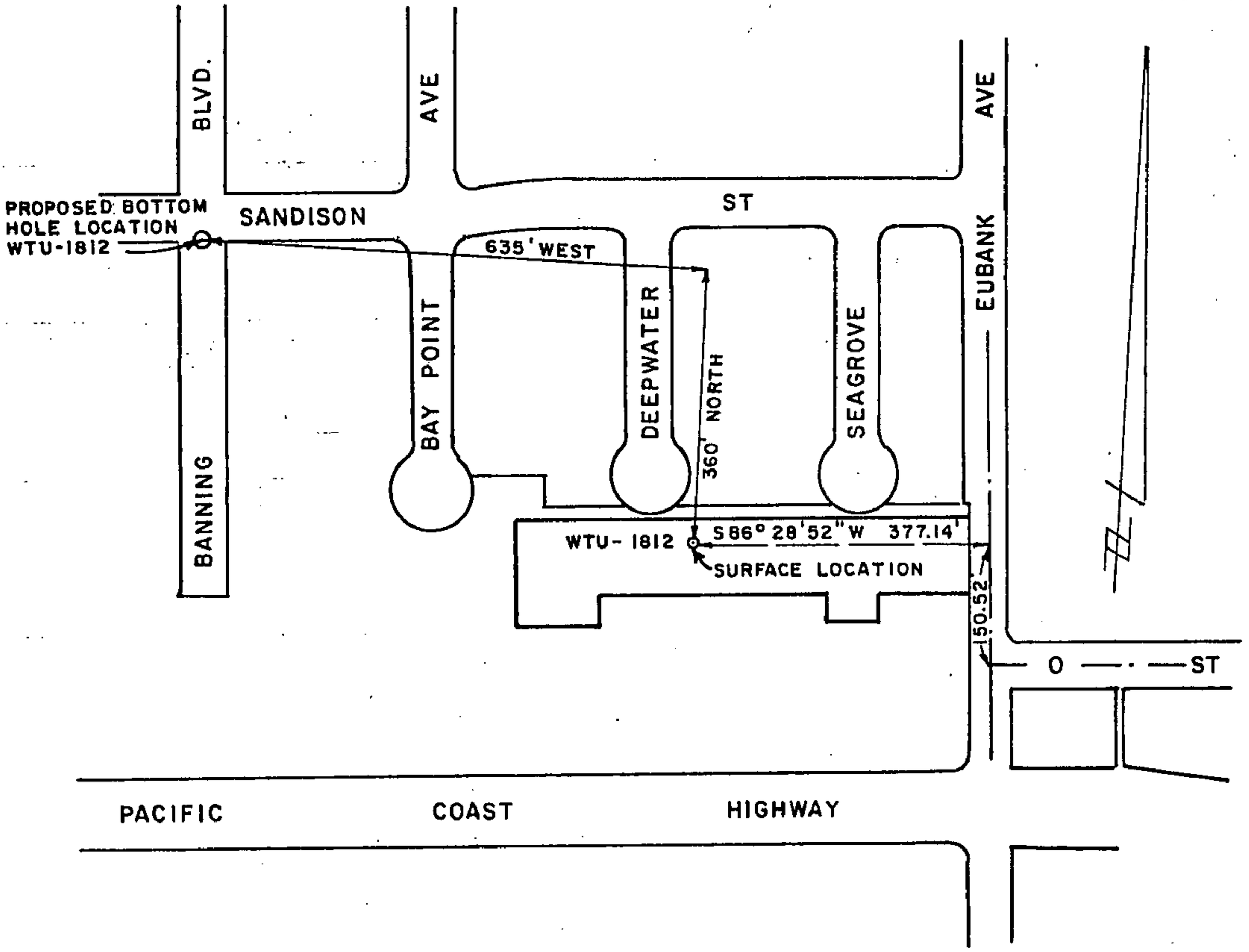
Intended zone(s) of completion FBI Ranger 3200'-3520' 1600 psi (Name, depth, and expected pressure) Estimated total depth 3620'

It is understood that if changes in this plan become necessary we are to notify you immediately.

Name of Operator	Type of Organization (Corporation, Partnership, Individual, etc.)	
(Division of Exxon Corporation) Exxon Co., U.S.A.	Corporation	
Address	**City**	**Zip Code**
1800 Avenue of the Stars	Los Angeles	90067
Telephone Number / **Name of Person Filing Notice**	**Signature**	**Date**
(213) 552-5400 / S. A. Christman	S.A. Christman	12/15/78

This notice and indemnity or cash bond shall be filed, and approval given, before drilling begins. If operations have not commenced within one year of receipt of the notice, this notice will be considered cancelled.

OG105 (7-77-GSRI-3M)



This Application for Well No. 1812

PROPOSED LOCATION FOR WTU-1812
WILMINGTON FIELD
LOS ANGELES COUNTY, CALIFORNIA

EXXON COMPANY, U.S.A.
PRODUCTION DEPARTMENT

DRAWN NDC	ENGR. SECTION KSO	REVISED	SCALE 1" = 200'	JOB NO.
CHECKED	APPROVED		DATE 12-19-78	FILE NO. LBA-714

ORIGINAL

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF CONSERVATION
DIVISION OF OIL AND GAS

API No. 03722097

WELL SUMMARY REPORT

Operator	Well				
Exxon Corporation	WTU-1854				
Field	**County**	**Sec.**	**T.**	**R.**	**B.&M.**
Wilmington	Los Angeles	29	4S	13W	SB

Location (Give surface location from property or section corner, street center line and/or California coordinates)
317.1 W and 150.5' N of C/L Intersection of "O" Street and Eubank Ave.

Elevation of ground above sea level
35'

Commenced drilling (date)
11-20-79

Completed drilling (date)
12-22-79

Commenced producing (date)
12-29-79
☐ Flowing ☒ Pumping
☐ Gas lift

Name of producing zone(s)
Ranger

Total depth

(1st hole)	(2nd)	(3rd)
3611'		

Present effective depth
3611'

Junk

Depth measurements taken from top of:
☐ Derrick Floor ☐ Rotary Table ☒ Kelly Bushing
Which is 13 feet above ground

GEOLOGICAL MARKERS	DEPTH
Tar	2813'
Ranger	3298'

Formation and age at total depth
Ranger Pliocene

	Clean Oil (bbl per day)	Gravity Clean Oil	Percent Water including emulsion	Gas (Mcf per day)	Tubing Pressure	Casing Pressure
Initial Production	0		100			
Production After 30 days	26		50			

CASING RECORD (Present Hole)

Size of Casing (API)	Top of Casing	Depth of Shoe	Weight of Casing	Grade and Type of Casing	New or Second Hand	Size of Hole Drilled	Number of Sacks or Cubic Feet of Cement	Depth of Cementing (if through perforations)
16"	Surface	40'	62.58#	Conductor	New		Cement to surface.	
10 3/4"	Surface	800'	40.5#	K-55 ST&C	New	14 3/4"	520 sx	
7"	Surface	3281'	20.0#	K-55 ST&C	New	9 7/8"	340 sx	
4 1/2"	3223'	3609'	11.6#	K-55 ST&C	New		No cement	

PERFORATED CASING (Size, top, bottom, perforated intervals, size and spacing of perforation and method.)

Slotted Liner perforations: 3266'-3609'

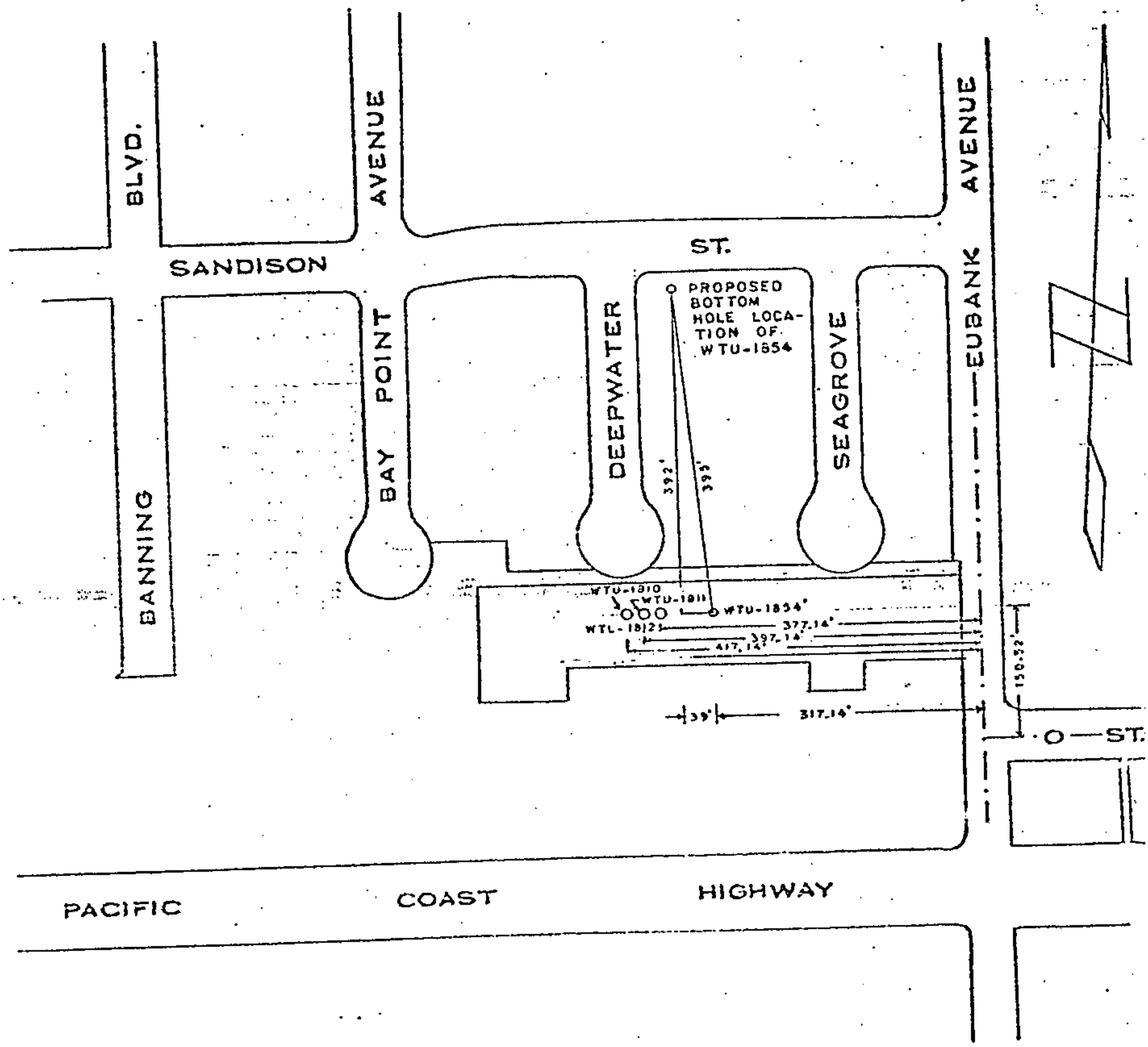
Was the well directionally drilled? If yes, show coordinates at total depth
☒ Yes ☐ No 433.8 N 47.4 W

Electrical log depths Formation Factor 3621'-2895'; DIL 3273'-800'.
DIFL 3623'-2900'; Densilog 3621'-2895'; Photon 3600'-3223'

Other surveys
Directional Survey, Water Shut Off

In compliance with Sec. 3215, Division 3 of the Public Resources Code, the information given herewith is a complete and correct record of the present condition of the well and all work done thereon, so far as can be determined from all available records.

Name	Title	
R. F. Primerano	Revenue & Regulatory Acctg. Sect. Head	
Address	**City**	**Zip Code**
1800 Ave. of the Stars	Los Angeles, Ca	90067
Telephone Number	**Signature**	**Date**
(213) 552-5400	Ralph F. Primerano	2/28/80



This Application for Well No. 1854

PROPOSED LOCATION FOR WTU-1854 WILMINGTON FIELD LOS ANGELES COUNTY, CALIFORNIA		EXXON COMPANY, U.S.A. PRODUCTION DEPARTMENT	
DRAWN MEL C. JAVIER	REVISED 8-7-79 8-23-79	SCALE 1"= 200'	JOB NO.
		DATE 7-16-79	FILE NO. LBA 72

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF CONSERVATION

DIVISION OF OIL AND GAS

Notice of Intention to Drill New Well

O&G
Sec. 3606

C.E.Q.A. INFORMATION			
EXEMPT ☐ CLASS_____	NEG. DEC. ☐ S.C.H. NO.	E.I.R. ☐ S.C.H. NO.	DOCUMENT NOT REQUIRED BY LOCAL JURISDICTION ☒
See Reverse Side			

FOR DIVISION USE ONLY					
MAP	MAP BOOK	CARDS	BOND	FORMS 114	FORMS 121
128 ng	11-13-79 ng	pl	B	pl	pl

In compliance with Section 3203, Division 3, Public Resources Code, notice is hereby given that it is our intention to commence drilling well #WTU-1855, API No. 037 - 22108 (Assigned by Division),

Sec. 29, T. 4S, R. 13W, SB B. & M., Wilmington Field, Los Angeles County.

Legal description of mineral-right lease, consisting of _____ acres, is as follows: _____ (Attach map or plat to scale)

Wilmington Townlot Unit

Do mineral and surface leases coincide? Yes X No _____ If answer is no, attach legal description of both surface and mineral leases, and map or plat to scale.

Location of well _____ feet _____ (Direction) along section / property line and _____ feet _____ (Direction)

at right angles to said line from the _____ corner of section / property _____ (Cross out one) or

357.1'W and 150.5'N from C/L intersection "0" Street and Eubank Avenue

Is this a critical well according to the definition on the reverse side of this form? Yes ☒ No ☐

If well is to be directionally drilled, show proposed coordinates (from surface location) at total depth:
530 feet North (Direction) and 1040 feet West (Direction)

Elevation of ground above sea level 36 feet.

All depth measurements taken from top of Kelly Bushing (Derrick Floor, Rotary Table, or Kelly Bushing) that is 10 feet above ground.

PROPOSED CASING PROGRAM

SIZE OF CASING INCHES API	WEIGHT	GRADE AND TYPE	TOP	BOTTOM	CEMENTING DEPTHS	CALCULATED FILL BEHIND CASING
16"	62.58#	Conductor	KB	40'±	Shoe to Surface	
10-3/4"	40.5#	K-55 ST&C	KB	800'±	Shoe to Surface	
7"	20.0#	K-55 ST&C	KB	3475'∓	Shoe to Surface	
4-1/2"	11.6#	K-55 ST&C	3435'±	3859'±	Will not be cemented - Gravel packed	

(A complete drilling program is preferred and may be submitted in lieu of the above program.)

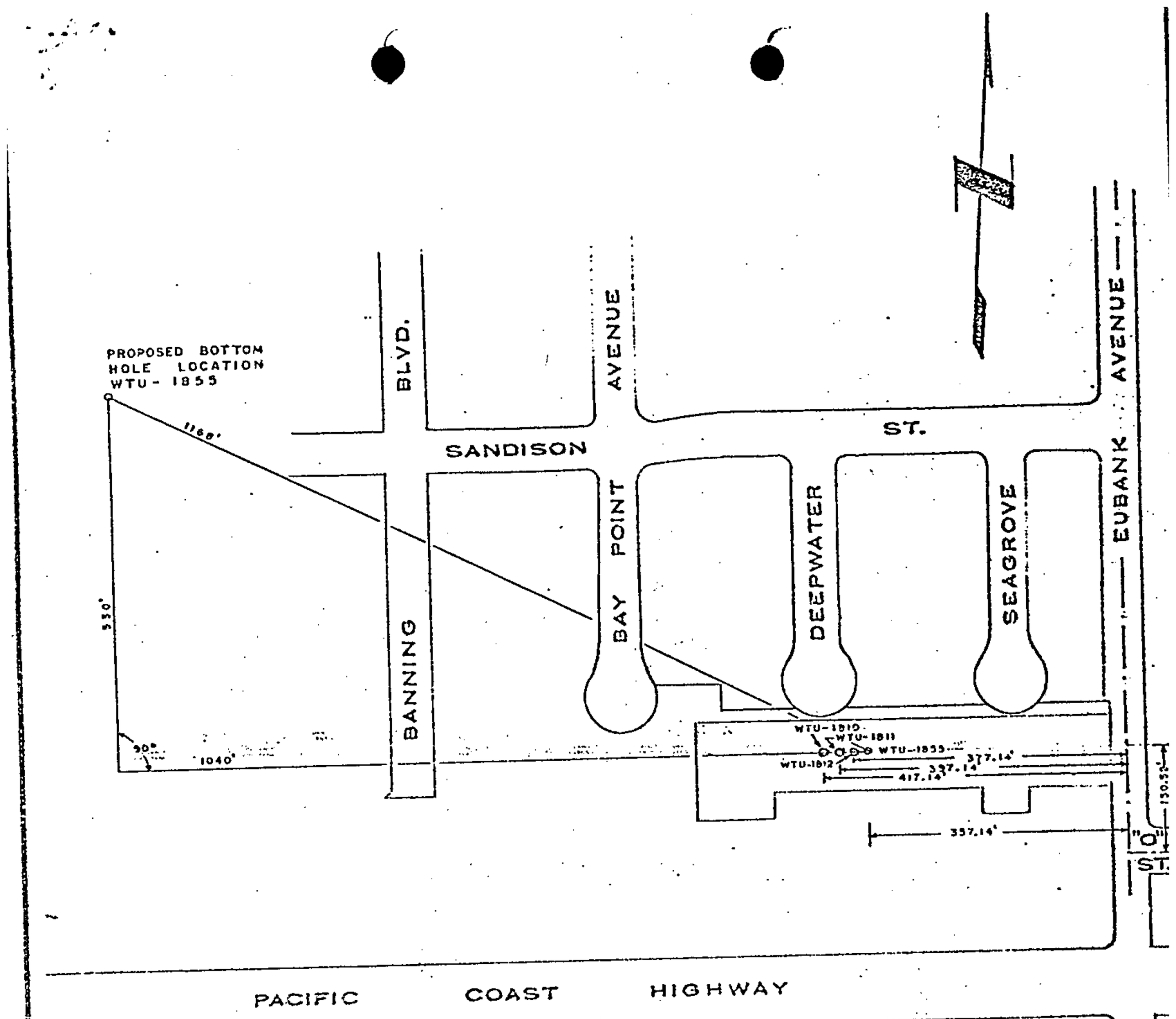
Intended zone(s) of completion Ranger 3100'-3515' TVD (1300 psi) FB I (Name, depth, and expected pressure) Estimated total depth 3515'

It is understood that if changes in this plan become necessary we are to notify you immediately.

Name of Operator	Type of Organization (Corporation, Partnership, Individual, etc.)	
Exxon Co., U.S.A.	Corporation	
Address 1800 Avenue of the Stars	**City** Los Angeles	**Zip Code** 90067
Telephone Number (213) 552-5400	**Name of Person Filing Notice** R. F. Primerano	**Signature** R. F. Primerano / **Date** 11/13/79

This notice and indemnity or cash bond shall be filed, and approval given, before drilling begins. If operations have not commenced within one year of receipt of the notice, this notice will be considered cancelled.

OG105 (7-78-GSRI-5M)



This Application for Well No. 1855

PROPOSED LOCATION FOR WELL WTU-1855 WILMINGTON FIELD LOS ANGELES COUNTY, CALIFORNIA			EXXON COMPANY, U.S.A. PRODUCTION DEPARTMENT		
DRAWN: MEL C. JAVIER	CHKD. DIRECTION:	REVISED: 8-7-79 8-23-79	SCALE: 1"= 200'	JOB NO.	FILE NO. LBA 727
CHECKED:	APPROVED:		DATE: 7-16-79		

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF CONSERVATION
DIVISION OF OIL AND GAS

ORIGINAL

API No. 03722101

WELL SUMMARY REPORT

Operator: Exxon Corporation

Well: WTU-1856

Field: Wilmington

County: Los Angeles

Sec.	T.	R.	B.&M.
29	4S	13W	S.B.

Location (Give surface location from property or section corner, street center line and/or California coordinates)
337.1" West and 150.5' North of Center line intersection of "O" Street and Eubank Avenue.

Elevation of ground above sea level: 35'

Commenced drilling (date): 1-30-80

Completed drilling (date): 2-26-80

Commenced producing (date): 3-9-80

☐ Flowing ☒ Pumping

☐ Gas lift

Name of producing zone(s): Ranger

Total depth

(1st hole)	(2nd)	(3rd)
3718'		

Present effective depth: 3714'

Junk: Two cones from 5 3/4" X 12" underreamer at 3718'

Depth measurements taken from top of:
☐ Derrick Floor ☐ Rotary Table ☒ Kelly Bushing
Which is 10 feet above ground

GEOLOGICAL MARKERS	DEPTH
F	3407'
H_1	3564'

Formation and age at total depth: H_1 Pliocene

	Clean Oil (bbl per day)	Gravity Clean Oil	Percent Water including emulsion	Gas (Mcf per day)	Tubing Pressure	Casing Pressure
Initial Production	13		92			
Production After 30 days	60		53			

CASING RECORD (Present Hole)

Size of Casing (API)	Top of Casing	Depth of Shoe	Weight of Casing	Grade and Type of Casing	New or Second Hand	Size of Hole Drilled	Number of Socks or Cubic Feet of Cement	Depth of Cementing (if through perforations)
16"	Surface	40'	62.58#	Conductor	New		Cement to surface	
10 3/4"	Surface	826'	40.5#	K-55 ST&C	New	14 3/4"	532 sx	
7"	Surface	3344'	20.0#	K-55 ST&C	New	9 7/8"	349 sx	
4 1/2"	3280'	3714'	11.6#	K-55 ST&C	New	6 1/4" x12"	Gravel Packed	

PERFORATED CASING (Size, top, bottom, perforated intervals, size and spacing of perforation and method.)
Slots: 3339'-3482' , 3560'-3711'

Was the well directionally drilled? If yes, show coordinates at total depth
☒ Yes ☐ No 53.34' South, 1076.06' West

Electrical log depths
Photon Log 3698'-3200'; DIFL 3721'-825'

Other surveys
Directional Survey, Water Shut Off

In compliance with Sec. 3215, Division 3 of the Public Resources Code, the information given herewith is a complete and correct record of the present condition of the well and all work done thereon, so far as can be determined from all available records.

Name: V. L. Flores

Title: Revenue & Regulatory Accounting Acting Sect Head

Address: 1800 Ave. of the Stars

City: Los Angeles, Ca

Zip Code: 90067

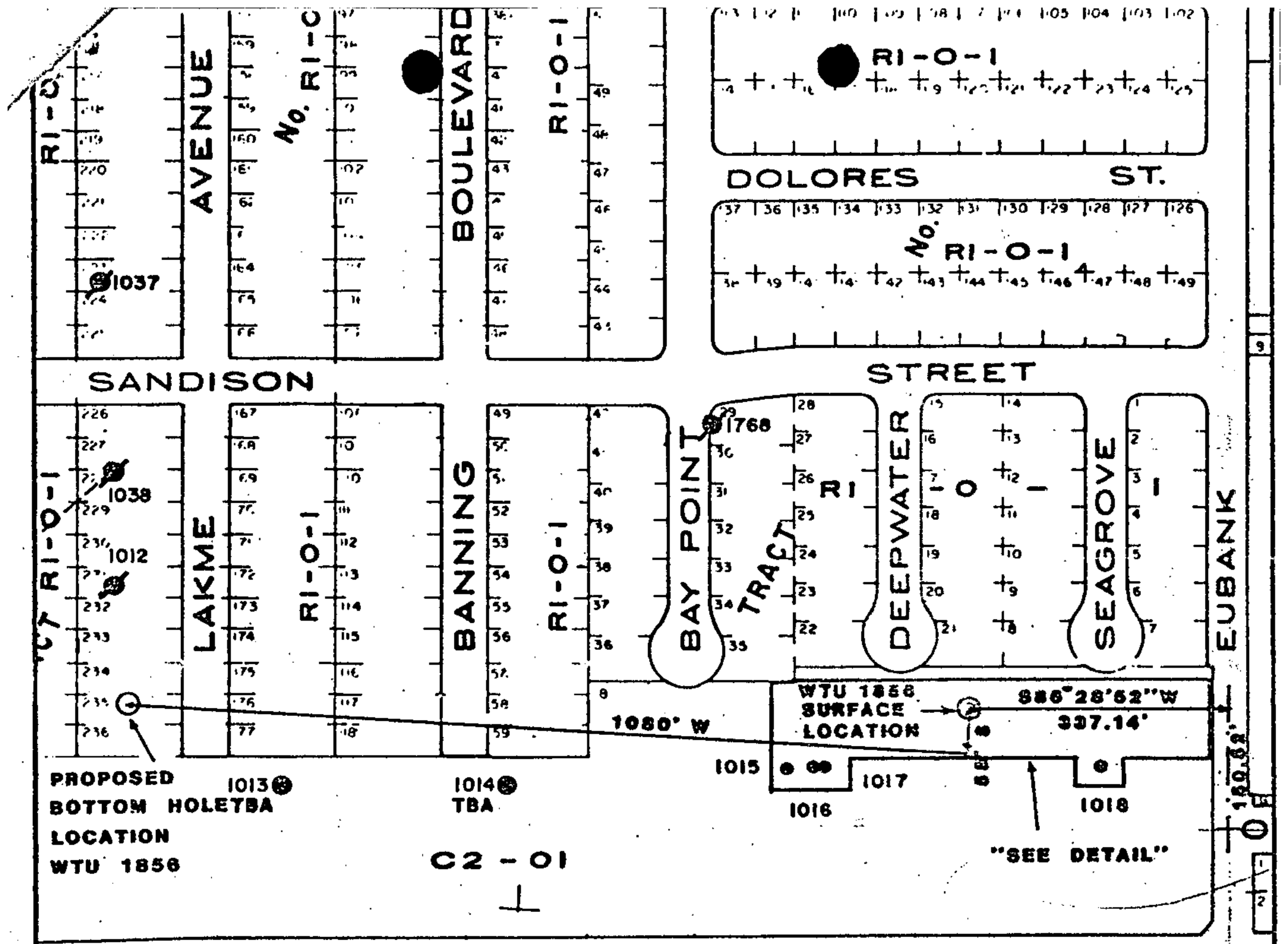
Telephone Number: (213) 552-5400

Signature: virginia l. flores

Date: 7-3-80

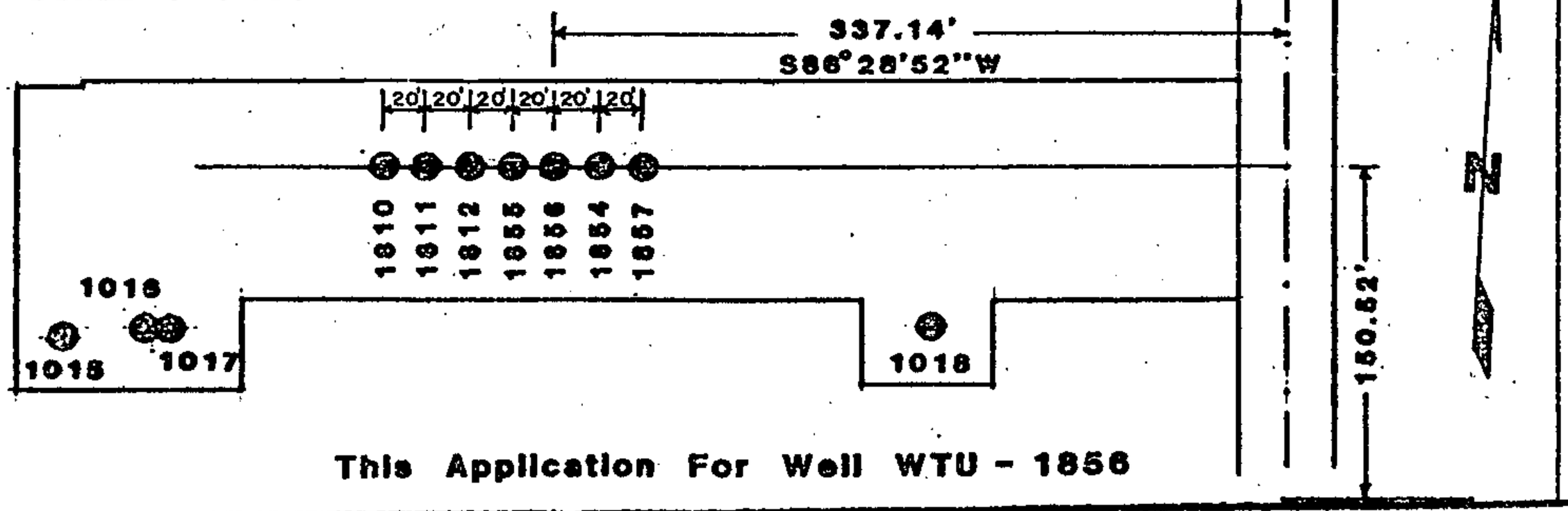
SUBMIT IN DUPLICATE

OG100 (12-76-GSRI-12M)



DETAIL

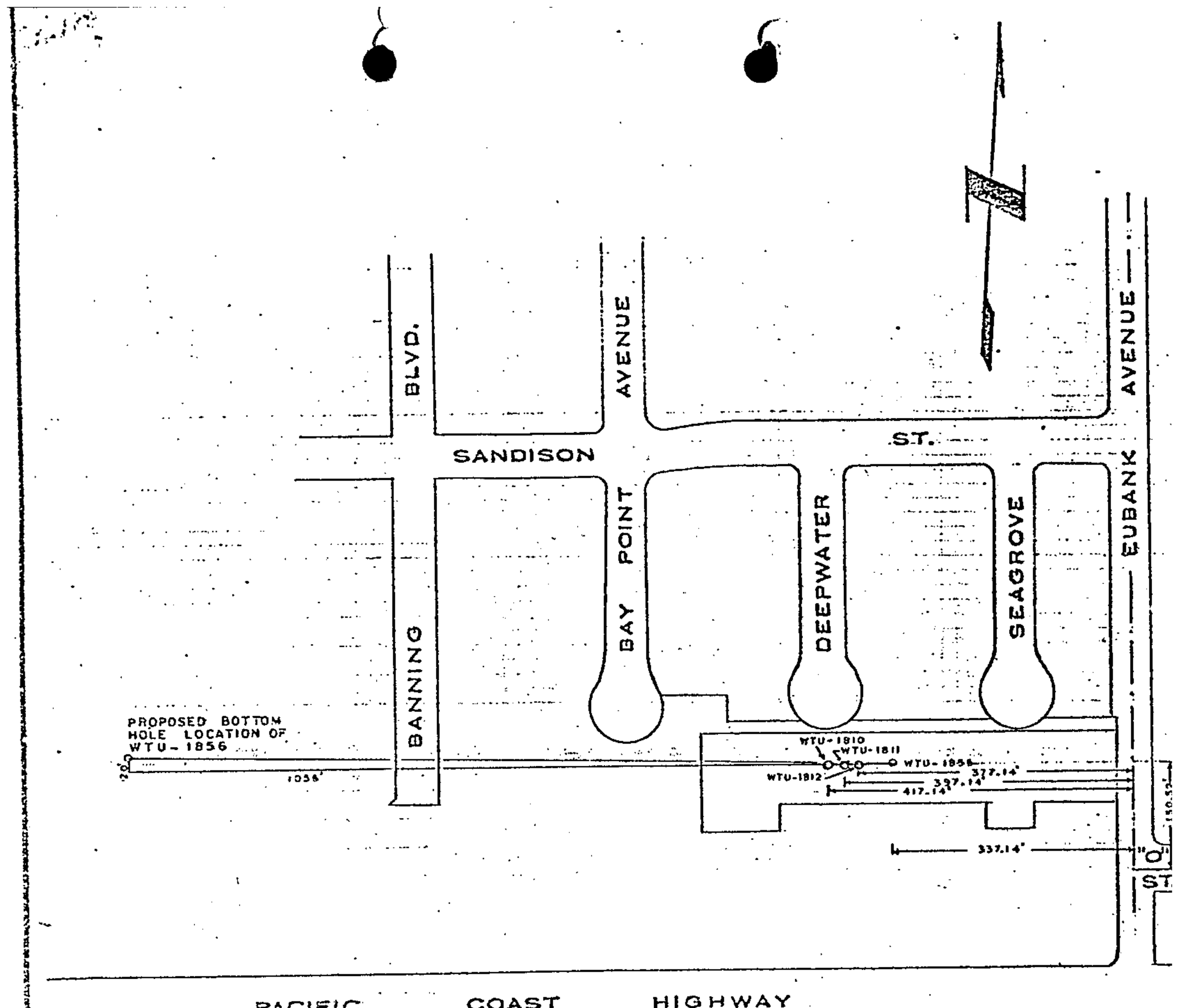
SCALE 1" : 100'



This Application For Well WTU - 1856

PROPOSED LOCATION FOR WELL WTU - 1856 WILMINGTON FIELD LOS ANGELES COUNTY, CALIFORNIA	EXXON COMPANY, U.S.A. PRODUCTION DEPARTMENT

DRAWN M. Javier	ENGR. SECTION	REVISED	SCALE 1" : 200'	JOB NO.
CHECKED	APPROVED		DATE 1-15-80	FILE NO. LBA 728



This Application for Well No. 1856

PROPOSED LOCATION FOR WELL WTU-1856 WILMINGTON FIELD LOS ANGELES COUNTY, CALIFORNIA	EXXON COMPANY, U.S.A. PRODUCTION DEPARTMENT		
DRAWN: MEL C. JAVIER CHECKED:	SUBD. SECTION: APPROVED:	REVISED: 8-7-79 8-23-79	SCALE: 1" = 200' DATE: 7-16-79	JOB NO.	FILE NO. LBA 728

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF CONSERVATION

DIVISION OF OIL AND GAS

Notice of Intention to Drill New Well

O&G
Sec 3606

C.E.Q.A. INFORMATION			
EXEMPT ☐ CLASS____	NEG. DEC. ☐ S.C.H. NO.____	E.I.R. ☐ S.C.H. NO.____	DOCUMENT NOT REQUIRED BY LOCAL JURISDICTION ☒
See Reverse Side			

FOR DIVISION USE ONLY					
MAP	MAP BOOK	CARDS	BOND	FORMS 114	FORMS 121
138 M4	11-13-14 na	RC	B	1C	RC

In compliance with Section 3203, Division 3, Public Resources Code, notice is hereby given that it is our intention to commence drilling well # WTU-1857, API No. 037-22192 (Assigned by Division)

Sec. 29, T. 4S, R. 13 W S.B B. & M., Wilmington Field, Los Angeles County.

Legal description of mineral-right lease, consisting of _____ acres, is as follows: _____ (Attach map or plat to scale)

Wilmington Townlot Unit

Do mineral and surface leases coincide? Yes X No _____ If answer is no, attach legal description of both surface and mineral leases, and map or plat to scale.

Location of well _____ feet _____ (Direction) along section / property line and _____ feet _____ (Direction)

at right angles to said line from the _____ corner of section / property _____ (Cross out one) or

297.1'W & 150.5'N of C/L intersection of "O" Street and Eubank Avenue

Is this a critical well according to the definition on the reverse side of this form? Yes ☒ No ☐

If well is to be directionally drilled, show proposed coordinates (from surface location) at total depth:
40 feet North (Direction) and 828 feet East (Direction)

Elevation of ground above sea level 35 feet.

All depth measurements taken from top of Kelly Bushing (Derrick Floor, Rotary Table, or Kelly Bushing) that is 10 feet above ground.

PROPOSED CASING PROGRAM

SIZE OF CASING INCHES API	WEIGHT	GRADE AND TYPE	TOP	BOTTOM	CEMENTING DEPTHS	CALCULATED FILL BEHIND CASING
16"	62.58"	Conductor	KB	40'±	Shoe to Surface	
10-3/4"	40.5#	K-55 ST&C	KB	800'+	Shoe to Surface	
7"	20.0#	K-55 ST&C	KB	3370'±	Shoe to Surface	
4-1/2"	11.6#	K-55 ST&C	3320'±	3713'±	Will not be cemented - Gravel packed	

(A complete drilling program is preferred and may be submitted in lieu of the above program.)

Intended zone(s) of completion Ranger 3150'-3550' TVD (1300 psi) FBI (Name, depth, and expected pressure) Estimated total depth 3550'

It is understood that if changes in this plan become necessary we are to notify you immediately.

Name of Operator	Type of Organization (Corporation, Partnership, Individual, etc.)	
Exxon Co., U.S.A.	Corporation	
Address: 1800 Avenue of the Stars	City: Los Angeles	Zip Code: 90062
Telephone Number: 552-5757 / Name of Person Filing Notice: R. F. Primerano	Signature: R. F. Primerano	Date: 11/13/79

This notice and indemnity or cash bond shall be filed, and approval given, before drilling begins. If operations have not commenced within one year of receipt of the notice, this notice will be considered cancelled.

AVENUE

SANDISON STREET

AVENUE

BAY POINT

DEEPWATER

SEAGROVE

EUBANK

WTU-1911

WTU-1910

WTU-1912

WTU-1857

40° 20°

PROPOSED BOTTOM HOLE LOCATION OF WTU-1857

820'

820'

150.52'

297.14'

377.14'

397.14'

417.14'

O ST.

PACIFIC COAST HIGHWAY

This Application for Well No. 1857

PROPOSED LOCATION FOR WELL WTU-1857
WILMINGTON FIELD
LOS ANGELES COUNTY, CALIFORNIA

EXXON COMPANY, U.S.A.
PRODUCTION DEPARTMENT

DRAWN MEL C. JAVIER	REVISED 8-23-79	SCALE 1" = 200'	JOB NO.	FILE NO. LBA 733
		DATE 8-8-79		

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Letter in opposition to 1424 Deepwater

1 message

wilmington citizens <citizensforabetterwilmington@gmail.com> Wed, Oct 30, 2019 at 8:23 PM
To: connie.chauv@lacity.org

Ms Chauv,

Attached please find our letter and our reasons for opposing this project.

Please include this in the permanent record for thi project to be considered at the November 8th hearing.

Citizens for a Better Wilmington

Letter ENV-2018-7330.pdf
413K

City Planning

Attn: Connie Chauv

Re: 1424 Deepwater Project (ENV-2018-7330_C)

We are writing to express that we are not in support of the project proposed at 1424 Deepwater. This project is not in the best interest of the stakeholders of Wilmington and is potentially dangerous for our families and future stakeholders for the following reasons:

1. The property is located on a property that has 7 oil wells. Of these oil wells 1 will have to be recapped. It is established by numerous sources that capped oil wells can and do leak. Once this property is built what happens to those other oil wells when they start to leak? This is a very real threat and already the current MND is having to have one oil well remediated. If these other wells are built over there will be no access to these other wells.
2. This is zoned as R1-1XL-O-CUGU with a request to change to C2-1XL-O-CUGU. If the zone change were to occur the developer, then seeks to be exempt from the height restriction of 30 feet to a height restriction of 36 ft. This is over a 15% increase in the current maximum height allowed. On top of that the developer than seeks to be exempt from the parking requirement of 85 spaces down to 19 spaces. This is wholly inadequate. If normally there is expected to be 85 parking spaces and those spaces are not available, cars would then have to park curb side. There is no curbside parking adjacent or near to this proposed site and the developer has no strategy on where people are to park. The developers' failure to address parking is irresponsible and fails the community which ultimately would have to suffer the consequences of their irresponsibility.
3. Section 3.3.2 (pg. 16) of the MND states that the driveway would be along the Northern property line, but drawings of the site plan show it would be on Eubank which is along the Eastern side of the property line (Pg. 17) These two statements directly conflict with each other. If in fact it is going to run along the Northern part of the street you would need to create a right of way since there is none at this time. This northern side of the property abuts against the property line of homeowners. To create a right of way would mean that this driveway would impede on a property not associated with 1424 Deepwater. No where on the plans does it address which property would be affected.
4. Remediation of 1 capped well is not enough to allow this project to go through. Both the developer and the City Planner has been advised that DOGGR , ***"categorically advises against building over, or in any way impeding access to, oil, gas, or geothermal wells."*** DOGGR further goes on to advise***, "There are no guarantees a well abandoned in compliance with current Division requirements will not start leaking in the future. It always remains a possibility that any well may start to leak oil, gas, and/or water after abandonment, no matter how thoroughly the well was plugged and abandoned."*** If this project should go through this hazard is increased 7-fold. (please see attached letter from DOGGR.)
5. Section XI (b.) Land Use and Planning (Pg. 58) of the MND find that there will be says that there will be no significant environmental impact in rezoning this location from R1-1XL-O-CUGU with Height District No. 1XL. The existing R1 zone permits development with a density of 1 dwelling unit per 5,000 square feet of lot area, for a total permitted density of 11 dwelling units. Height

District No. 1XL permits a building height of 30 feet and Floor Area Ratio of 3:1.. Should this zoning change to C2-1XL-O-CUGU to permit the proposed project. The proposed project would be comprised of 56 residential dwelling units, and have an FAR of 0.9:1 That appears to be a 300% increase in intensity use of the property. The developer is also requesting to be exempt from footnote No 7. This would allow the developer to no longer be held to RD 1.5provisions. The developer is requesting a zone change from R1 to Rd 1.5 and then further asks to be exempt from the provisions of RD 1.5. Between the zone change, the parking exemption, the height exemption and the exemption to be exempt from the new zoning they have requested is letting the developer create their own pseudo-zoning system. Zoning is supposed to protect the stakeholders not to be remade by way of exemption to give the developer carte blanche do as they wish. There is a very credible and real threat to the environment by allowing mass exemptions to our zoning and the City planner before saying there is no significant impact should have both noise and traffic studies at the very least to substantiate their claim.

6. As Wilmington is in CUGU community extra precautions should be made to protect our environment not less. Every developer should be held to the highest standard because we are in a highly polluted and environmentally volatile area. NO EXEMPTIONS and ZONE CHANGES should be made in this community least of all on a piece of property that has 7 capped oil wells.
7. Although the MND (pg.62) refers to the Wilmington Harbor City plan saying that it would be consistent. This is far from accurate. Single family homes and parking are a priority in the plan. Rezoning residential zones to commercial and then giving developers exemptions is not.
8. MND Housing Element (pg.64) objective 1.1 states, “Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.” Although there is an objective for rental properties there is also an objective for ownership housing as well. The ownership objective is completely overlooked. By changing the R1 zoning to commercial you are completely overlooking half of the objective and by deleting any R1 zone further deletes the ability to meet the new ownership homes objective.
9. MND Housing element (Pg. 64) Objective 4.1: states. “Provide an adequate supply of short-term and permanent housing and services throughout the City that are appropriate and meet the specific needs of all persons who are homeless or at risk of homelessness.” There are already several homeless facilities slated in the area. Bridge Housing on Eubank 3 blocks away. Permanent supportive housing on Banning Blvd 3 blocks away, a third one on Marine Avenue and a 4th one off Avalon. As you can see Wilmington is already doing their share to meet this objective. Furthermore, Wilmington has the largest amount of safe parking in Los Angeles as well as having a Navigation Center built. No other community will have all three of these to assist in this objective. Wilmington needs to retain its R1 properties not lose them.
10. Emergency response and safety is also a factor to be considered. No where in this MND does it discuss how the heavy traffic that is used for hauling freight will affect emergency services. Eubank is part of a truck route and is backed up with semi-tractors/trailers throughout the day. If an Ambulance or fire truck needs to respond to this area there will be no way to get this location. The MND does not discuss this at all except to say that there is n significant impact. Whoever wrote this report has spent very little or no time I the vicinity of this proposed project
11. The developer mislead the community when they stated that this was going housing for homeless Seniors. Only half the housing will be used for seniors. The other half has never been disclosed except to say that they will be homeless.

12. This project is not aesthetically consistent for the area. There are only two buildings of this size and magnitude located in the area. (the Don Hotel and Best Western Hotel) Both of these are on major thoroughfares as this project should be. Both Provide parking either by way of a parking. lot or curbside parking. This project sits in the middle of a residential area with no parking.
13. This project will erode the privacy of the surrounding residents. This property will completely erode the privacy of those who live next to this property allowing for approximately half the resident.

Throughout this entire MND there were talks about the improvement of the quality of life. Yet, no where throughout the report does it state whose quality of life is to be improved. It certainly is not the residents who live in the area because of all the issues with the property. It isn't the property owners who live next to this property as they will lose their privacy and will be subject to environmental hazards. It isn't even those who may live at the property. They are subject to environmental hazards and should they attempt to walk as pedestrians in this area their lungs will be filled with the exhaust of all the semi-tractors who are constantly on Eubank. They also may be denied emergency services because of these trucks. Also, should they park in the no parking areas they will lose their vehicles by towing as well. Since these are for very low income the likelihood of them being able to get their vehicle out of impound is questionable at best.

As Residents and as Stakeholders we are categorically against this project.

Citizens for a Better Wilmington

Citizens for a Better Wilmington

Original Date: August 19, 2019
Revised date: September 18, 2019

VIA EMAIL

Mr. Cody Snyder
LINC Housing Corporation
3590 Elm Avenue
Long Beach, CA 90807-3903
csnyder@linchousing.org

Ms. Connie Chauv
City of Los Angeles
Department of City Planning
200 North Spring Street, Room 720/721
Los Angeles, CA 90012
connie.chauv@lacity.org

Mr. Gary Carlin
Carlin Environmental Consulting, Inc.
2522 Chambers Road, #100
Tustin, CA 92780
gary@carlinenvironmental.com

Division Reference Number: **CSWR ID 1011650**
Assessor Parcel Number: 7422-023-047
Project Address: 1424 Deepwater Avenue, Wilmington, CA 90744
Property Owner: LINC Housing Corporation
Project Name: LINC Housing Project – Wilmington Apts.

Dear Mr. Synder, Ms. Chauv, and Mr. Carlin:

The Division of Oil, Gas, and Geothermal Resources' (Division) authority is set forth in Division 3 of the Public Resources Code (PRC), and Title 14 of the California Code of Regulations (CCR). PRC § 3208.1 establishes well reabandonment responsibility when a previously plugged and abandoned well may be impacted by planned property development or construction activities. Local permitting agencies, property owners, and/or developers should be aware of, and fully understand, that significant and potentially dangerous issues may be associated with development near oil, gas, or geothermal wells.

The Division has received and reviewed the above referenced project application dated June 24, 2019. To assist local permitting agencies, property owners, and developers in

making wise land use decisions regarding potential development near oil, gas, or geothermal wells, the Division provides the following well evaluations.

The project is located in Los Angeles county, within the boundaries of the Wilmington oil field. Our records indicate there are seven known oil, gas, or geothermal wells located within the project boundary as identified in the application.

The proposed project is for a housing development with 56 apartment units in one three-story apartment building on an undeveloped lot.

The well listed below is not abandoned to current Division requirements as prescribed by law, and based upon information provided, is projected to be built over or have future access impeded. **The Division expects this well to be abandoned or reabandoned in compliance with current Division requirements prior to development.**

Well	Status
Exxon Mobil Corporation WTU-1812 API no. 03721986	The record review process shows that the subject well is **not** abandoned consistent with current PRC and CCR as of August 19, 2019. Based on well records: 1. Ranger zonal isolation plug is not present (CCR § 1723.1). 2. Upper Termina zonal isolation plug is present (CCR § 1723.1). Note: No well leak test reported.

The wells listed below are abandoned to current Division requirements as prescribed by law, and based upon information provided, are projected to be built over or have future access impeded.

Well	Status
Exxon Mobil Corporation WTU-1810 API no. 03721656	The record review process shows that the subject well is abandoned consistent with current PRC and CCR as of August 19, 2019 Note: No well leak test reported.
Exxon Mobil Corporation WTU-1811 API no. 03721657	The record review process shows that the subject well is abandoned consistent with current PRC and CCR as of August 9, 2019. Note: No well leak test reported.

Exxon Mobil Corporation WTU-1854 API no. 03722097	The record review process shows that the subject well is abandoned consistent with current PRC and CCR as of August 9, 2019. Note: No well leak test reported.
Exxon Mobil Corporation WTU-1855 API no. 03722100	The record review process shows that the subject well is abandoned consistent with current PRC and CCR as of August 9, 2019. Note: No well leak test reported.
Exxon Mobil Corporation WTU-1856 API no. 03722101	The record review process shows that the subject well is abandoned consistent with current PRC and CCR as of August 9, 2019. Note: No well leak test reported.
Exxon Mobil Corporation WTU-1857 API no. 03722102	The record review process shows that the subject well is abandoned consistent with current PRC and CCR as of August 9, 2019. Note: No well leak test reported.

The Division categorically advises against building over, or in any way impeding access to, oil, gas, or geothermal wells. Impeding access to a well could result in the need to remove any structure or obstacle that prevents or impedes access including, but not limited to, buildings, housing, fencing, landscaping, trees, pools, patios, sidewalks, roadways, and decking. Maintaining sufficient access is considered the ability for a well servicing unit and associated necessary equipment to reach a well from a public street or access way, solely over the parcel on which the well is located. A well servicing unit, and any necessary equipment, should be able to pass unimpeded along and over the route, and should be able to access the well without disturbing the integrity of surrounding infrastructure.

There are no guarantees a well abandoned in compliance with current Division requirements will not start leaking in the future. It always remains a possibility that any well may start to leak oil, gas, and/or water after abandonment, no matter how thoroughly the well was plugged and abandoned. The Division acknowledges wells plugged and abandoned to the most current standards have a lower probability of leaking in the future, however there is no guarantee that such abandonments will not leak.

The Division advises that all wells identified on the development parcel prior to, or during, development activities be tested for liquid and gas leakage. Surveyed locations should be provided to the Division in Latitude and Longitude, NAD 83 decimal format. The Division expects any wells found leaking to be reported to it immediately.

Failure to plug and reabandon a well may result in enforcement action, including an order to perform reabandonment well work, pursuant to PRC § 3208.1, and 3224.

PRC § 3208.1 gives the Division the authority to order or permit the re-abandonment of any well where it has reason to question the integrity of the previous abandonment, or if the well is not accessible or visible. Responsibility for re-abandonment costs may be affected by the choices made by the local permitting agency, property owner, and/or developer in considering the general advice set forth in this letter. The PRC continues to define the person or entity responsible for reabandonment as:

1. **The property owner** - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and in its current condition does not pose an immediate danger to life, health, and property, but requires additional work solely because the owner of the property on which the well is located proposes construction on the property that would prevent or impede access to the well for purposes of remedying a currently perceived future problem, then the owner of the property on which the well is located shall obtain all rights necessary to reabandon the well and be responsible for the reabandonment.

2. **The person or entity causing construction over or near the well** - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and the property owner, developer, or local agency permitting the construction failed either to obtain an opinion from the supervisor or district deputy as to whether the previously abandoned well is required to be reabandoned, or to follow the advice of the supervisor or district deputy not to undertake the construction, then the person or entity causing the construction over or near the well shall obtain all rights necessary to reabandon the well and be responsible for the reabandonment.

3. **The party or parties responsible for disturbing the integrity of the abandonment** - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and after that time someone other than the operator or an affiliate of the operator disturbed the integrity of the abandonment in the course of developing the property, then the party or parties responsible for disturbing the integrity of the abandonment shall be responsible for the reabandonment.

The statutes and regulations related to oil, gas, and geothermal resources can be found here: www.conservation.ca.gov/index/Documents/DOGGR-SR-1%20Web%20Copy.pdf

No well work may be performed on any oil, gas, or geothermal well without written approval from the Division. Well work requiring written approval includes, but is not limited to, mitigating leaking gas or other fluids from abandoned wells, modifications to well casings, and/or any other abandonment or re-abandonment work. The Division also regulates the top of a plugged and abandoned well's minimum and maximum depth below final grade. CCR §1723.5 states well casings shall be cut off at least 5 feet but no

more than 10 feet below grade. If any well needs to be lowered or raised (i.e. casing cut down or casing riser added) to meet this regulation, a permit from the Division is required before work can start.

The Division makes the following additional recommendations to the local permitting agency, property owner, and developer:

1. To ensure that present and future property owners are aware of (a) the existence of all wells located on the property, and (b) potentially significant issues associated with any improvements near oil or gas wells, the Division recommends that information regarding the above identified well(s), and any other pertinent information obtained after the issuance of this letter, be communicated to the appropriate county recorder for inclusion in the title information of the subject real property.

2. The Division recommends that any soil containing hydrocarbons be disposed of in accordance with local, state, and federal laws. Please notify the appropriate authorities if soil containing significant amounts of hydrocarbons is discovered during development.

As indicated in PRC § 3106, the Division has jurisdictional authority over the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells, and attendant facilities, to prevent, as far as possible, damage to life, health, property, and natural resources, damage to underground oil, gas, and geothermal deposits, and damage to underground and surface waters suitable for irrigation or domestic purposes. In addition to the Division's authority to order work on wells pursuant to PRC §§ 3208.1 and 3224, it has authority to issue civil and criminal penalties under PRC §§ 3236, 3236.5, and 3359 for violations within the Division's jurisdictional authority. The Division does not regulate grading, excavations, or other land use issues.

If during development activities, any wells are encountered that were not part of this review, the Division's construction site well review engineer in the Cypress district office is to be notified immediately, and an amended site plan with well casing diagrams for Division review shall be filed. After appropriate review, the District office will send a follow-up well evaluation letter to the property owner, applicant, and local permitting agency.

Should you have any questions, please contact me at (562) 637-4400 or via email at dogdist1@conservation.ca.gov.

Sincerely,

Grace Brandt
Construction Site Well Review Engineer

cc: Mr. Uduak Joe Ntuk, Los Angeles City Petroleum Administrator
uduak.ntuk@lacity.org

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

CPC-2018-7329-GPAJ-ZCJ-SPR / 1424 N. Deepwater Ave Project

1 message

Alma Maynez <amaynez@ssfautoparts.com> Mon, Nov 4, 2019 at 4:55 PM
To: "connie.chauv@lacity.org" <connie.chauv@lacity.org>

To Whom It May Concern,

I'm really disappointed that this part of Wilmington was even consider to build this 56 apartment complex.

Our concern are the 7 Oil Wells, trash, traffic and the future of our children/streets. Wasn't there any other locations that were brought up.

We need to stop this!! Disappointed!

Alma Maynez

310-350-9398

Longtime Wilmington Resident

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Letter of Support for LINC Housing Project in Wilmington

1 message

Lisa Williams <pastorlisa.sanpedroumc@gmail.com> Wed, Oct 16, 2019 at 3:32 PM
To: connie.chauv@lacity.org

Dear Ms. Chauv,

I am the pastor at the San Pedro United Methodist Church. Below please find a letter of support for the LINC Housing Project in Wilmington.

Please feel free to contact me should you have any questions.

Sincerely,
Pastor Lisa Williams

LINC Housing Support Lettr in Wilmington.pdf
61K

San Pedro United Methodist Church

580 W Sixth Street San Pedro, CA 90731
310-548-1001
310-548-4289 (fax)

Pastor Lisa Williams
Pastorlisa.sanpedroumc@gmail.com

October 16, 2019

Los Angeles Department of City Planning
200 N. Spring St., Room 720/721
Los Angeles, CA 90012

RE: LINC Housing's Proposed Supportive Housing Development on Eubank Avenue in Wilmington, CA

Dear Department Members:

As pastor of San Pedro United Methodist Church, I am writing on behalf of my organization to express strong support for LINC Housing's proposed 56-unit supportive housing development for seniors in Wilmington, located on Eubank Avenue, just north of Pacific Coast Highway.

San Pedro UMC has been active in efforts to address homelessness and LINC's endeavor is crucial to that goal. Many areas of Los Angeles County, including the community of Wilmington, are experiencing a rise in homelessness. In the City of Los Angeles, 3,146 seniors are without homes as of the 2019 Greater Los Angeles Homeless Count. It is through the type of rental housing LINC seeks to build that we can provide the homes our fellow neighbors need.

The proposal addresses the growing challenge to housing stability that older adults are facing in our city. Having toured various LINC apartment buildings and attended LINC's presentation to the CD 15 United Working Group on Homelessness, I am confident this project will bring quality apartment homes to the Wilmington community, along with the supportive and life-enhancing services and programming that will help some of our most vulnerable residents achieve overall stability and wellbeing. Additionally, the site's proximity to the Wilmington Senior Center, public transportation and other amenities will be an asset to its future residents.

Supportive housing has a transformative impact on the lives of its residents, allowing them to thrive in a stable and secure environment. We are pleased to provide this letter of support for LINC's proposed development.

Sincerely,

Lisa A Williams

Pastor Lisa Williams
San Pedro United Methodist Church

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Letter of Support for LINC Housing in Wilmington

1 message

Tamra King <tking@pickharbor.org> Wed, Oct 16, 2019 at 4:06 PM
To: "connie.chauv@lacity.org" <connie.chauv@lacity.org>

Hi Connie

Please find our letter attached.

Thank you

Tamra

--

Tamra King

CEO/Execuve Direct or

Harbor Community Clinic
593 W. 6th St., San Pedro, CA 90731-2521
P: 310-547-8241 | F: 310-547-5096
tking@pickharbor.org

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HCC LOS Wilmington LINC.pdf
222K

HARBOR
Community Clinic

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Joe Buscaino
Los Angeles City Council, 15th District

Janice Hahn
Los Angeles County Supervisor, 4th District

October 16, 2019

Los Angeles Department of City Planning
200 N. Spring St., Room 720/721
Los Angeles, CA 90012

RE: LINC Housing's Proposed Supportive Housing Development on Eubank Avenue in Wilmington, CA

Dear Department Members:

As Executive Director and CEO of Harbor Community Clinic, I am writing on behalf of my organization to express strong support for LINC Housing's proposed 56-unit supportive housing development for seniors in Wilmington, located on Eubank Avenue, just north of Pacific Coast Highway.

Harbor Community Clinic has been active in the Wilmington, San Pedro, Harbor City and Long Beach caring for our most vulnerable persons for the past 50 years. LINC's endeavor is crucial to support our local residents. Many areas of Los Angeles County, including the community of Wilmington, are experiencing a rise in homelessness. In the City of Los Angeles, 3,146 seniors are without homes as of the 2019 Greater Los Angeles Homeless Count. It is through the type of rental housing LINC seeks to build that we can provide the homes our fellow neighbors need.

The proposal addresses the growing challenge to housing stability that older adults are facing in our city. Having toured various LINC apartment buildings, I am confident this project will bring quality apartment homes to the Wilmington community, along with the supportive and life-enhancing services and programming that will help some of our most vulnerable residents achieve overall stability and wellbeing. Additionally, the site's proximity to the Wilmington Senior Center, public transportation and other amenities will be an asset to its future residents.

Supportive housing has a transformative impact on the lives of its residents, allowing them to thrive in a stable and secure environment. We are pleased to provide this letter of support for LINC's proposed development.

Sincerely,

Tamra King
Harbor Community Clinic

Cc: Janice Hahn, Los Angeles County Board of Supervisors, 4th District

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Support for 1424 N. Deepwater Ave

1 message

tami@abundanthousingla.org <tami@abundanthousingla.org> Wed, Oct 30, 2019 at 7:22 PM
To: Connie Chauv <connie.chauv@lacity.org>

Please see our attached support letter for 1424 N. Deepwater Ave., which has a public hearing on November 8.

Thank You,

Tami Kagan-Abrams, Projects Director

Abundant Housing Los Angeles

1424 North Deepwater Avenue (100% Affordable).pdf
91K

Abundant Housing LA

October 31, 2019

Connie Chauv, City Planner
200 North Spring Street, Room 720/721
Los Angeles, CA, 90012
connie.chauv@lacity.org

To whom it may concern,

We are writing to you in support of the proposed affordable 56-unit project (exclusive of a market-rate manager's unit) with on-site supportive services, at 1424 North Deepwater Avenue, CPC-2018-7329-GPAJ-ZCJ-SPR/ ENV-2018-7330-MND. We urge the city to find the project Categorically Exempt from the provisions of CEQA and approve the project with these Affordable Housing Incentives:

- A reduction of parking to permit 19 parking spaces in lieu of the 85 spaces otherwise required
- An increase in building height to permit a 36-foot building height

The greater Los Angeles region is facing a severe housing shortage, and this project will provide much needed affordable housing. By creating new housing in this neighborhood, it will help to reduce issues of displacement. Abundant Housing LA believes that these housing challenges can only be addressed if everyone in the region does their part.

This project is close to transit options. It is one block away from Torrance Transit Line 3, which runs between Redondo Beach and Long Beach, with connections to the Metro Blue line and stops at a shopping center and medical centers. It is also across the street from the DASH Wilmington, the Banning Museum, and a senior center, and is blocks from a high school.

It is great to see the developer using Affordable Housing Incentives to bring badly needed affordable housing to the city. This project is a good project for Los Angeles and for the region. Again, we urge the city to approve the incentives, and find the project Categorically Exempt from the provisions of CEQA.

Best Regards,

Tami Kagan-Abrams

Tami Kagan-Abrams
Abundant Housing LA Projects Director

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Proposed Project Wilmington-Harbor City - Resident Concerns

1 message

Eva Anguiano <evianguiano@gmail.com> Mon, Nov 4, 2019 at 2:20 PM
To: connie.chauv@lacity.org

Hello Ms. Chauv,

My name is Eva Anguiano and I am a resident of Deepwater Avenue in Wilmington. I am just one of the many lives the Wilmington-Harbor City housing project will directly and negatively impact. I am writing to you today to express my reasons of why I am against building a very low-income housing unit in Wilmington. I've lived in Wilmington all my life. Grew up on Flint Street, south of Anaheim, right across the street from a hotel that housed very low-income individuals and families. I know what units like this bring into the community. I know what it's like as a kid to attempt to play outside while having to look out for individuals who are overdosing on drugs or sometimes fighting in the streets and being violent from their "trips" or mental illnesses because we were surrounded by drug use and violence. I know this unit will bring the same to the area I've now called home for the past 15 years.

I'm aware that Wilmington is seen as a dumping ground for many other cities. I'm aware that people from higher-income, predominately white neighborhoods, think it's okay to dump their broken, unwanted goods in the city of Wilmington, or even ship their homeless individuals out to cities like Wilmington, but I am also aware of the hard-working individuals that reside in my city. Individuals lie myself who refuse to let their city go down the drain and decide to stay and build. They buy homes, raise their children and give back to the community. They're proud of their city and know what a great area it can be and what we as a community deserve. Many of us have struggled to afford our first home. Now with this, our home values will depreciate and we'll lose money if we decide to sell and move out. But why should we have to be forced out of our homes?! Wilmington along with San Pedro, and Long Beach, bring in an abundance of revenue thanks to the Port. Much of which helps to maintain other cities but instead of recognizing that, they dump on Wilmington. Why? Is it because of its minority population? Is it because other cities feel that Wilmington citizens won't raise their voices? Doesn't Wilmington deserve nice, safe areas? Yes, it does! Yes, we do! So, we have an empty lot…why no clean it up? Make it nice dog park. A kid's play area. Give us, the residents, a chance to have nice things. Stop turning a blind eye to those other communities that insist on dumping on and in Wilmington. We also have such a rich and valuable history in our city. Let's emphasize that, not hide it under poverty and crime.

I'm aware that something needs to be done to aide against the rising numbers of homelessness but I ask you, how many of these very low-income units are being built in white, rich, neighborhoods across L.A.? How many empty fields and open spaces are there in these cities? How many of these units are being built in Palos Verdes and Rolling Hills? How many will be built in Irvine? How many will be built in El Segundo, in Huntington Beach? How about up north in other areas like Topanga and Malibu? Are these cities too rich to even be considered? The residents, lawyers, and high-ranking government officials will rise up and rally immediately, right? Well, we're rising up too. We're raising our voices and asking you to listen to us, give us a chance and share the responsibility. Stop contributing to the cycle of poverty, violence, and drug abuse that plagues my city. Look elsewhere, please! Look elsewhere! Let's all take our share and do our part to help! Stop bringing in more poverty, mental instability, drug abuse, and violence into Wilmington. Stop corralling us into crowded areas. Stop it!

Wilmington has very few areas that feel safe and have homes, families, and children safely playing outside. Let's help these neighborhoods flourish, let's not pile on to the many challenges we already face each day.

Thank you for your time.

Eva Anguiano

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Linc Housing's Wilmington Housing for Seniors

1 message

Travers, John <jtravers@mhala.org> Mon, Nov 4, 2019 at 4:53 PM
To: "Connie.Chauv@lacity.org" <Connie.Chauv@lacity.org>

RE: Linc Housing's Proposed Supportive Housing Development for Homeless Seniors in Wilmington, CA

Dear L.A. City Planning Commissioners & City Planning Department Members:

I am a resident of San Pedro and I'm submitting this statement in support of Linc Housing's development in Wilmington, a supportive housing community proposing to provide 56 apartment homes for seniors who have experienced homelessness.

Los Angeles and the entire county are experiencing a homelessness and housing affordability crisis and we have a shared responsibility to help people out of homelessness through the creation of supportive housing. Linc's proposal will allow our homeless senior neighbors to achieve stability and wellbeing in a stable, secure environment.

I am enthusiastically in favor of this supportive housing community.

Sincerely,

John Travers

514 W. 26th St. # 133

San Pedro, CA. 90731

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transmission or disclosure of this information without the permission of the addressee is strictly prohibited. If you received this transmission in error, please notify the sender and delete it from your computer without retaining any copies. Thank you for your cooperation. The Privacy Act of 1974, Title 5 U.S.C. § 552a and as Amended Applies

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Linc Housing's Wilmington Housing for Seniors

1 message

Jaci Anderson <janderson@lbcf.org> Mon, Nov 4, 2019 at 1:48 PM
To: Connie.Chauv@lacity.org

Dear L.A. City Planning Commissioners & City Planning Department Members:

I am a resident of Lakewood and I'm submitting this statement in support of Linc Housing's development in Wilmington, a supportive housing community proposing to provide 56 apartment homes for seniors who have experienced homelessness.

Los Angeles and the entire county are experiencing a homelessness and housing affordability crisis and we have a shared responsibility to help people out of homelessness through the creation of supportive housing. Linc's proposal will allow our homeless senior neighbors to achieve stability and wellbeing in a stable, secure environment.

I am enthusiastically in favor of this supportive housing community.

Sincerely,

Jaci Anderson
Pastor of Missional Development
LBCF
(562) 444-8285
www.lbcf.org

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

1424 North Deepwater Avenue Proposed Linc Housing Project

1 message

Ardenia Riojas <rd1luvjas@gmail.com> Mon, Nov 4, 2019 at 2:37 PM
To: connie.chauv@lacity.org
Cc: councilmember.buscaino@lacity.org

Good Afternoon,

Please accept this as a written comment from a very concerned citizen of District 15. I am strongly opposed to the proposed site for a 3-story apartment building. There are many other alternative sites to build this Senior-Homeless Shelter/Housing in the zip code of 90744. I strongly oppose any apartment building or bridge housing for homeless individuals BY ANY **HOMES** IN 90744. I do not oppose housing for Seniors who have resided in Wilmington, CA 90744. I do oppose it being built at 1424 N. Deepwater.

There are industrial areas that can be re-zoned, just as this proposed site was re-zoned recently on the account of pushing this agenda on my community. May I point out, this project has not been transparent to the residents. More neighbors should have been mailed the Notice of Public Hearing. A 500-foot radius is not sufficient or acceptable public notice for this type of proposed project. This is a site where students walk to and from high school. A Senior Homeless Housing, would have more ambulance service needs. The point is , it gets very backed up and with a trucking and storage site on Eubank Ave; students in vehicles, walking and other drivers in a 30 minute wait at the PCH light, would not be very accessible to a Senior who is in need of transporting to a hospital. Homeowners would also be impacted with more load noise, as if the truckers, containers, railroads and other related industry traffic is not enough, I will point out, I DO NOT AGREE WITH ANY INTERFERENCE OF THE CUL-DE-SACS IN THE NEIGHBORHOOD Related to this project.

The neighbors three blocks from this site should have been notified as it impacts their families as well. The neighbors within the 500 mile radius; including myself and family will be negatively impacted if this project. Warren Oil, Co. has not properly cleaned up the location in the photos submitted in September 2019. If they can not at least clean up a toxic abandoned 7 oil well (1 unplugged) site with simple water,; what faith do I have that this will be safe during construction phase for my family and neighbors.

Financially it will depreciate family homes, many whom are Senior Homeowners for decades. THIS IS NOT ACCEPTABLE. Will there be at least $200,000 funding for each homeowner of this 1000-mile radius proposed homeless housing project? I would strongly suggest this funding be allocated to homeowners who would be negatively impacted by this project. If our demands are not met, and the city chooses to ignore the negative impacts that would occur to our neighborhood and its home owners it would be a continuous Environment and Social Injustice to Wilmington residents.

We currently are viewed by other Angelenos, and Southern California residents in a negative light. It is the Industrial Corporations and City Representatives and Employees; present and past whom have created the current environment of our negative stereo-typed community. I agree, Environmently it is disappointing to say the best, but Wilmington residents are rich in family, labor and community pride. There are not many safer neighborhoods in 90744, and this land simply can not be used for this purpose.

We also have a beautiful view of the Eucalyptas trees at the State Historical Site of Phineas Banning (Residence/Museum) It is the only nice view we have on our blocks and if construction would occur, it will block our views of the historical trees. It would also block the breeze to our homes. This would negatively impact our community. Directly opposite of what was reported on the Negative Mitigation Inquiry. The residents and community are not being considered at all and it is extremely unfortunate that again, Wilmington is being exploited by outside industries who “think” they know what is best for our residents.

Again, I understand the need for housing for people, especially Seniors and Veterans. There is a better location for this project.

Thank you,

Ardenia Sedillo

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Wilmington -Harbor City Low Income Housing Unit Concerns

1 message

esmeralda anguiano <esme_94@hotmail.com> Mon, Nov 4, 2019 at 4:48 PM
To: "connie.chauv@lacity.org" <connie.chauv@lacity.org>

Hello Ms. Chauv,

My name is Esmeralda Anguiano. I am wri ng to you to express my concern about the Wilmington Harbor City very low-income housing project. I grew up in the city of Wilmington and although I do not live there anymore, a lot of my family does, including my parents. As a ma. er a fact they live in the directly affected area where this housing unit is considered being built and their safety is my main concern. My parents are re red and are ge tting along in age which means they spend most of their me home alone. They like taking walks around Banning Park and walking to church. I know the people who will be brought into this housing unit will make it hard for them to feel safe on their walks as well as in their own home. But it is not just my parents, what about the rest of the seniors who enjoy spending me at the Senior Ci zen Center or the children who par cipate in sports and other services provided by the Banning Recrea on Center? They all have the right to feel safe and not be exposed to violence, drugs and other harmful elements that will surround them if this unit is built. I mean let's face it, this is exactly the type of environment this housing unit will create. While homelessness is a very real and unfortunate problem affec ng a lot of people, it is also a chosen way of life for many others. Just because a building is put up for them does not mean they want to be in it or will stay there. A lot of the individuals that will be brought into this housing unit will likely have mental problems who need to be hospitalized instead of crammed into a housing unit built in the middle of family residences. How will this not create a hos le and more than likely dangerous environment within and around the housing unit area? As a parent I also cannot help but wonder, is anyone not thinking about the safety of the kids who walk to and from school on a daily basis? As I men oned, I grew up in Wilmington and have deep roots there. I want to feel safe when my children and I visit. I know that Wilmington has always been considered a low-income gang infested city however, it is also home to good, honest, hard-working families. Families who care about their city and want to see it flourish. These are just a few of the many reasons not to build this housing unit. What about the property value of the surrounding area of the housing unit? The cleanliness and health of the neighborhood? I hope you will consider these issues that will affect not only the residents but the individuals like myself who have loved ones who s ll reside in the area.

Thank you for your considera on.

Esmeralda Anguiano

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Linc Housing's Proposed Supportive Housing Development for homeless seniors in Wilmington, CA

1 message

Emma Stotts <emmastotts2015@gmail.com> Sat, Nov 2, 2019 at 9:56 AM
To: Connie.Chauv@lacity.org

Dear L.A. City Planning Commissioners & City Planning Department Members:

I am a resident of Long Beach and I'm submitting this statement in support of Linc Housing's development in Wilmington, a supportive housing community proposing to provide 56 apartment homes for seniors who have experienced homelessness.

Los Angeles and the entire county are experiencing a homelessness and housing affordability crisis and we have a shared responsibility to help people out of homelessness through the creation of supportive housing. Linc's proposal will allow our homeless senior neighbors to achieve wellbeing in a stable, secure environment.

I am enthusiastically in favor of this supportive housing community. Thank you for all you do for our city.

Sincerely,
Emma Stotts

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Linc Housing's Proposed Supportive Housing Development for Homeless Seniors in Wilmington, CA

1 message

William Sager <willsager@gmail.com> Thu, Oct 31, 2019 at 4:41 PM
To: connie.chauv@lacity.org

Dear L.A. City Planning Commissioners & City Planning Department Members:

I am a resident of Long Beach and I'm submitting this statement in support of Linc Housing's development in Wilmington, a supportive housing community proposing to provide 56 apartment homes for seniors who have experienced homelessness.

Los Angeles and the entire county are experiencing a homelessness and housing affordability crisis and we have a shared responsibility to help people out of homelessness through the creation of supportive housing. Linc's proposal will allow our homeless senior neighbors to achieve stability and well-being in a stable, secure environment.

I am enthusiastically in favor of this supportive housing community.

Sincerely,

Will Sager

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Linc Housing's Wilmington Housing for Seniors

1 message

Kelly Ventura <Kelly.Ventura@student.csulb.edu> Thu, Oct 31, 2019 at 3:57 PM
To: "Connie.Chauv@lacity.org" <Connie.Chauv@lacity.org>

Dear L.A. City Planning Commissioners & City Planning Department Members:

I am a resident of Long Beach and I'm submitting this statement in support of Linc Housing's development in Wilmington, a supportive housing community proposing to provide 56 apartment homes for seniors who have experienced homelessness.

Los Angeles and the entire county are experiencing a homelessness and housing affordability crisis and we have a shared responsibility to help people out of homelessness through the creation of supportive housing. Linc's proposal will allow our homeless senior neighbors to achieve stability and wellbeing in a stable, secure environment.

I am enthusiastically in favor of this supportive housing community.

Sincerely,
Kelly Ventura

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Linc Housing's Proposed Supportive Housing Development for Homeless Seniors in Wilmington, CA

Bernabe Valderrama <bvalderrama@linchousing.org> Thu, Oct 31, 2019 at 9:47 AM
To: "connie.chauv@lacity.org" <connie.chauv@lacity.org>

Dear L.A. City Planning Commissioners & City Planning Department Members:

I am a resident of Long Beach and I'm submitting this statement in support of Linc Housing's development in Wilmington, a supportive housing community proposing to provide 56 apartment homes for seniors who have experienced homelessness.

Los Angeles and the entire county are experiencing a homelessness and housing affordability crisis and we have a shared responsibility to help people out of homelessness through the creation of supportive housing. Linc's proposal will allow our homeless senior neighbors to achieve stability and wellbeing in a stable, secure environment.

I am enthusiastically in favor of this supportive housing community.

Sincerely,

Bernabe Valderrama

Outreach & Community Engagement Coordinator

Bvalderrama@linchousing.org

LINC Cares LINC Housing CORPORATION

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Deepwater Wilmington Project

1 message

Lupe Lopez <themotherboard@att.net> Wed, Oct 23, 2019 at 10:28 AM
To: "connie.chauv@lacity.org" <connie.chauv@lacity.org>

Good morning Ms. Chauv,
I am reaching out to you as a resident of the Deepwater Wilmington Re-zoning area. Case # CPC-2018-7329-GPAJ-ZCJ-SPR,
I have a lot of questions regarding the project process and the development itself. My address is 1441 Baypoint Ave Wilmington.

I hope you can please make yourself available to speak with myself and my husband about the matter?

Blessings,
Lupe Lopez
(310) 505-5994

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Deep water housing

2 messages

Rosa Angeles <rosaangeles65@icloud.com> Tue, Oct 22, 2019 at 9:29 PM
To: connie.chauv@lacity.org
Cc: councilmember.buscaini@lacity.org

I totally oppose this project that is planned for Deep water! Just like Busciano, I also bought a home in a R1 zone! There will not be enough parking outside the complex and as it is, we have so many big trucks going down that road. It will make it even more dangerous with more traffic and cars. It is not environmentally safe to build where there is oil wells. I live on Seagrove Avenue and this will definitely affect the health of my family and neighbors. Please reconsider and build somewhere else. We have enough traffic and problems in this area. What we need is a parking space for the cemetery. We as home owners of Wilmington, that live by deep waters, should have a say so on what's being built in our city. We deserve the right to be heard!

Regards,
Rosa Angeles

Rosa Angeles <rosaangeles65@icloud.com> Tue, Oct 22, 2019 at 9:36 PM
To: connie.chauv@lacity.org

Hello,

I totally oppose this project that is planned for Deep water! Just like Busciano, I also bought a home in a R1 zone! There will not be enough parking outside the complex and as it is, we have so many big trucks going down that road. It will make it even more dangerous with more traffic and cars. It is not environmentally safe to build where there is oil wells. I live on Seagrove Avenue and this will definitely affect the health of my family and neighbors. Please reconsider and build somewhere else. We have enough traffic and problems in this area. What we need is a parking space for the cemetery. We as home owners of Wilmington, that live by deep waters, should have a say so on what's being built in our city. We deserve the right to be heard!
>
> Regards,
> Rosa Angeles
>
>

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Deepwater Project - Wilmington

1 message

Veronica Sandoval <onica92@gmail.com> Tue, Oct 22, 2019 at 9:47 PM
To: connie.chauv@lacity.org
Cc: Councilmember.buscaino@lacity.org

Hello,

I am completely 100% against the project that is planned for Deepwater! Just like Busciano, my parents bought a home in a R1 zone! There will not be enough parking outside the complex and as it is, we have so many big trucks going up and down Eubank it will make it even more dangerous with more traffic and cars. Also, It is not environmentally safe to build where there is oil wells. I live on Seagrove Avenue and this will definitely affect the health of my family and neighbors that live on Deepwater. Please, I beg that you reconsider and build somewhere else! We will not rest until this is resolved. What we really need is a parking space for the cemetery! As home owners of Wilmington, that live by Deepwater, we should have a say so on what's being built in our city! We are the ones who will have to deal with the after math and We deserve the right to be heard! Please hear us out!

Best Regards,
Veronica Sandoval

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Deep water

1 message

Felipe Angeles <fangeles1094@sbcglobal.net> Mon, Oct 21, 2019 at 12:12 PM
To: connie.chauv@lacity.org, "councilmember.buscaino@lacity.org" <councilmember.buscaino@lacity.org>

I totally disagree with the project that is planned for Deep water, just like Busciano I also bought a home in a R1 zone! There will not be enough parking outside the complex and as it is , we have so many big trucks going down that road. It will make even more dangerous with more traffic and cars. It is not environmentally safe to build where there is oil wells. Please reconsider and build somewhere else. We have enough traffic and problems in this area. What we need is a parking space for the cemetery. Felipe Ángeles

Sent from Yahoo Mail for iPhone

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Project Site - 1424 N Deepwater Ave

1 message

cmholguin66 <cmholguin66@yahoo.com> Sun, Nov 3, 2019 at 8:10 PM
To: connie.chauv@lacity.org
Cc: Steve Holguin <mrsteveholguin@yahoo.com>

To Whom It May Concern,

We are, Steve and Catherine Holguin, 30+ year owners and residents at property 70 of project 1424 North Deepwater Avenue. Case No. CPC-2018-7329-GPAJ-ZCJ-SPR. We are following this proposal closely and have some concerns that we would like to have addressed:

1. Invasion of privacy - my backyard is catty-corner to the lot and a 3-story building would look directly over my property

2. Public Safety - possible criminal activities from under privileged persons living near or in privileged neighborhood and many under-age kids and students walking to and from school

3. Noise level - this is a single-family housing residential area that is basically quiet. So, the amount of people and noise that will come from a 56-u complex will greatly increase

4. Crowd Traffic/ Parking - with 19 proposed parking spaces for cars, where 10 are for supportive services workers, where will the other tenants be parking their car?

5. Clarification of Residential Requirements - who will be living there (homeless, pedophiles, ex-prisoners, rapists, alcoholics)? Define “very low income”? Age requirements? Those with medical needs? Disabilities? Addictions? How many residents to a room?

Thank you for your time. And we look forward to hearing some answers from you and your team.

Steve and Catherine Holguin

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

1424 deepwater

1 message

Patricia Canedo <pattycake310163@gmail.com> Tue, Oct 15, 2019 at 12:42 PM
To: connie.chauv@lacity.org
Cc: councilmember.buscaino@lacity.org

Hi, As a resident of Wilmington, i don't see how this would benefit us as homeowners. I don't think anyone would want this headache in their backyard. .I totally believe this should not go through. I'm sure there are other options.
Thank you,

Patricia Canedo (Owner)
The Cake Palace
151 E. Lomita BLVD.
Carson, CA 90745
T: (310) 549-2641
pattycakes310163@gmail.com
SUPPORT OUR TROOPS
GOD BLESS AMERICA

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

Wilmington Senior Housing Project

1 message

Karen Reside <longbeachgraypanthers@gmail.com> Mon, Nov 4, 2019 at 9:35 AM
To: Connie.Chauv@lacity.org

Dear L.A. City Planning Commissioners & City Planning Department Members:

I am writing on behalf of the Long Beach Gray Panthers, an older adult advocacy group of 100 members in the South Bay. Our current housing crisis is disproportionately impacting seniors and college students. Those who are on fixed incomes are suffering greatly by the stress of increasing rents. The South Bay area is particularly impacted and is experiencing the highest rent increases in the nation. Building more affordable housing is one of the solutions to reduce the plight of those who are at risk of losing their housing or have no housing at all.

The Long Beach Gray Panthers support Linc Housing's development in Wilmington, a supportive housing community proposing to provide 56 apartment homes for seniors who have experienced homelessness. Linc Housing is an amazing community partner and builds quality developments.

Los Angeles and the entire county are experiencing a homelessness and housing affordability crisis and we have a shared responsibility to help people out of homelessness through the creation of supportive housing. Linc's proposal will allow our homeless senior neighbors to achieve stability and well-being in a stable, secure environment.

We are enthusiastically in favor of this supportive housing project and encourage the building of more supportive community projects.

Sincerely,

Karen Reside

Secretary

Long Beach Gray Panthers

1150 East 4th Street

Long Beach, CA 90802

562-353-7015

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

1424 Deepwater

wilmington citizens <citizensforabetterwilmington@gmail.com> Fri, Sep 27, 2019 at 6:17 PM
To: connie.chauv@lacity.org

Connie,

Per our conversation, I am attaching photos of work that is being done at 1424 Deepwater Ave, Wilmington California 90744. It is my understanding per our conversation there was not to be work done at that site. Attached you will see that work is being done on a daily basis and that there is a bad order and lots of dust that is affecting the neighbor in this area.

Neighbors are complaining that there is also drilling going on

I am also inquiring why when you search the project under the case number CPC-2018-7329-GPAJ-ZCJ it says it is on hold. But when you search under the related case number ENV-2018-7330-EAF it says it is not on hold? (I am attaching screenshots) Can you please clarify the discrepancies?

Citizens for a Better Wilmington

4 attachments



dw1.jpg
3002K

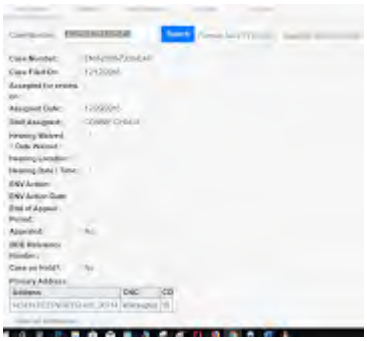


dw2.jpg
3017K



cpc.JPG
114K

env.JPG
89K



Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

CPC-2018-7329-GPAJ-ZCJ-SPR

wilmington citizens <citizensforabetterwilmington@gmail.com> Thu, Jun 6, 2019 at 7:35 PM
To: connie.chauv@lacity.org

Ms Chauv,

The residents, neighbors and stakeholders of Wilmington do not support this project for a myriad of reasons that will be detailed under seperate cover.

Please accept this petition in opposition to this project and please apprise us of any updates or changes in this application.

Citizens for a Better Wilmington

no-2-deepwater-project-no-2-residential-zone.pdf
227K

This petition has collected
131 signatures
using the online tools at ipetitions.com

Printed on 2019-06-07

NO 2 DEEPWATER PROJECT NO 2 RESIDENTIAL ZONE CHANGES IN WILMINGTON!

About this petition

WE the stakeholders of Wilmington OBJECT to the proposed project located at 1424 Deepwater in Wilmington. This project is located in an R1 residential area and is not equiped to handle such a large project. The stakeholders of Wilmington have been trying to preserve and expand our current R1 housing not decrease it. R1 housing stock in Wilmington is already below average compared to other communities in the area. We petition that the request to rezone 1424 Deepwater in Wilmington be denied. We further request any other projects seeking to to change R1 zoning in Wilmington also be denied.

Signatures

1. Name: Paula alcaraz on 2019-03-02 01:19:32
   Comments:

---

2. Name: Barbara on 2019-03-02 01:38:09
   Comments: Leave our city alone

---

3. Name: Christopher Campa on 2019-03-02 04:31:57
   Comments: Hell no

---

4. Name: Margaret Gutierrez on 2019-03-02 05:45:53
   Comments:

---

5. Name: Gina Alcaraz on 2019-03-02 06:09:12
   Comments:

---

6. Name: Frank Ayala on 2019-03-02 06:10:52
   Comments:

---

7. Name: Ardenia Sedillo on 2019-03-02 15:13:42
   Comments: This should not be planned here. I strongly oppose!

---

8. Name: Maria Castrellon on 2019-03-02 16:45:01
   Comments:

---

9. Name: Anthony Rivas on 2019-03-02 19:57:17
   Comments: Not safe for our children

---

10. Name: Erica on 2019-03-04 18:00:58
    Comments: not a safe place to close to the high school.

---

11. Name: Lupe Rodriguez on 2019-03-04 18:02:19
    Comments:

---

12. Name: Faviola Niño on 2019-03-04 18:56:51
    Comments: We do NOT approve of this!!!

---

13. Name: Faviola Puente on 2019-03-04 18:58:04
    Comments: We do NOT approve of this!!!

---

14. Name: Amanda Flores on 2019-03-04 19:00:32

Comments:

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15. Name: Mariah Faviola-Avendano Loving on 2019-03-04 19:53:30
Comments:

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16. Name: Don Ezell on 2019-03-04 20:30:31
Comments:

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17. Name: Peter Galvan Jr on 2019-03-04 20:35:16
Comments:

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18. Name: Peter Galvan Sr on 2019-03-04 20:35:46
Comments:

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19. Name: Rosana Rivas on 2019-03-04 21:51:10
Comments:

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20. Name: Joe Flores on 2019-03-04 22:09:42
Comments:

---

21. Name: Connie Gonzalez on 2019-03-05 00:03:29
Comments:

---

22. Name: Rosa Angeles on 2019-03-05 02:09:39
Comments: We strongly oppose this!!

---

23. Name: Salvador Sandoval on 2019-03-05 02:18:28
Comments: Do not approve!

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24. Name: Veronica Sandoval on 2019-03-05 02:22:30
Comments: I do not approve!

---

25. Name: Marcie Ramos on 2019-03-05 02:24:02
Comments:

---

26. Name: Melissa Cervantes on 2019-03-05 02:25:48
Comments:

---

27. Name: Marisela Castel on 2019-03-05 02:28:09
Comments:

---

28. Name: Armando Canedo on 2019-03-05 02:28:37

Comments: I propose that a petition be started and passed around so that the government buy the home's next to and around Eric Garcetti house and rezoned that area to construct the housings needed to house the homeless

---

29. Name: Susie carano on 2019-03-05 02:29:58
Comments:

---

30. Name: Andrew sandoval on 2019-03-05 02:31:25
Comments:

---

31. Name: Felipe Angeles on 2019-03-05 02:32:02
Comments: I strongly oppose building the permanent supportive homeless housing in our R-1 neighborhood on 1424 N Deepwater Ave in Wilmington CA 90744.

---

32. Name: Crystal C on 2019-03-05 02:32:36
Comments:

---

33. Name: Andrew Ahumada on 2019-03-05 02:37:01
Comments: Not a good idea

---

34. Name: Raul Martinez Horta on 2019-03-05 02:45:19
Comments: No, Wilmington does not need no more of this.

---

35. Name: Lesly tafoya on 2019-03-05 02:47:03
Comments:

---

36. Name: Natalie orozco on 2019-03-05 02:50:09
Comments:

---

37. Name: Victor Salazar on 2019-03-05 03:00:15
Comments:

---

38. Name: Ernie Ramos on 2019-03-05 03:02:42
Comments: Build it at Trumps golf couse instead! Do not build in Wilmington.

---

39. Name: Renee Flores on 2019-03-05 03:04:34
Comments:

---

40. Name: Melissa on 2019-03-05 03:08:20
Comments: I oppose this in this neighborhood and in Wilmington PERIOD!

---

41. Name: Armando Canedo on 2019-03-05 03:19:32

Comments:

---

42. Name: Doug Mulipola on 2019-03-05 03:22:38
Comments:

---

43. Name: Felicitas Castrellon on 2019-03-05 04:05:07
Comments:

---

44. Name: Felipe Angeles on 2019-03-05 04:07:36
Comments:

---

45. Name: Deanna Alcaraz on 2019-03-05 04:10:24
Comments:

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46. Name: Liset Ranjel on 2019-03-05 04:10:54
Comments:

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47. Name: Lisa De La Cruz on 2019-03-05 04:11:44
Comments:

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48. Name: Phillip Nunez on 2019-03-05 04:42:16
Comments:

---

49. Name: Ernie on 2019-03-05 05:03:57
Comments:

---

50. Name: Edith Ramos on 2019-03-05 05:30:30
Comments: I strongly oppose to these plans.

---

51. Name: Alma Maynez on 2019-03-05 05:38:33
Comments:

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52. Name: tommy Alcaraz on 2019-03-05 05:40:11
Comments:

---

53. Name: Marlene Trujillo on 2019-03-05 05:47:33
Comments:

---

54. Name: Leonard Patino on 2019-03-05 07:49:59
Comments: Wilmington needs to pull away from the city of L.A.

---

55. Name: Alejandro chacon on 2019-03-05 14:32:32

Comments: I do not approve

---

56. Name: Rochelle on 2019-03-05 15:05:58
Comments: Not a good thing for Wilmington.

---

57. Name: LILIA BEDOLLA RIVAS on 2019-03-05 16:15:35
Comments:

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58. Name: Barbara Micklo on 2019-03-05 16:23:44
Comments:

---

59. Name: Fabiola garcia on 2019-03-05 16:53:39
Comments:

---

60. Name: Devon Peitzmeier on 2019-03-05 16:54:10
Comments: I strongly oppose these plans!

---

61. Name: Deborah Coloma on 2019-03-05 17:00:59
Comments: There are better solutions for the homeless such as the Terminal Island Project that will give them a step up, not enable them.

---

62. Name: Noemi Contreras on 2019-03-05 20:30:13
Comments: No more approval to change R1 zones. we don't need more homeless shelters!

---

63. Name: Noemi Contreras on 2019-03-05 20:30:13
Comments: No more approval to change R1 zones. we don't need more homeless shelters!

---

64. Name: Robert LaFarga on 2019-03-05 21:46:24
Comments:

---

65. Name: Leona tamayo on 2019-03-05 23:43:44
Comments:

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66. Name: Pablo on 2019-03-06 05:33:44
Comments: Wilmington has done it's part for homeless shelters. It's about time other cities put in their fair share.

---

67. Name: Marisa Diaz on 2019-03-06 05:45:30
Comments:

---

68. Name: Ramon Rodriguez on 2019-03-06 05:54:17
Comments:

---

69. Name: Elizabeth McNamara on 2019-03-06 06:06:04
Comments: Rezoning efforts are very obviously NOT what the voting & tax paying constituents want. Stop chopping wood & carrying water for the deep for profit soecial interest groups and serve the people per the oath you took. This blatant corruption must be stopped.

---

70. Name: Lupe on 2019-03-06 06:06:13
Comments:

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71. Name: Luis isidoro on 2019-03-06 06:06:59
Comments:

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72. Name: Rhonda Palacios on 2019-03-06 06:14:07
Comments:

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73. Name: Raul Contreras on 2019-03-06 06:49:26
Comments:

---

74. Name: Oscar on 2019-03-06 08:57:04
Comments:

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75. Name: Roberto Bologna on 2019-03-06 10:11:59
Comments:

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76. Name: Olivia Amaya on 2019-03-06 13:14:28
Comments: No comment

---

77. Name: jorje andrade on 2019-03-06 13:33:36
Comments:

---

78. Name: Alice on 2019-03-06 14:14:24
Comments: I do not approve. We need more homes
Built so people can buy not rental
That will bring the value of our homes.

---

79. Name: Brandy Dodd on 2019-03-06 14:47:35
Comments:

---

80. Name: Jonathan González on 2019-03-06 15:04:38
Comments:

81. Name: Sergio Rivera on 2019-03-06 16:06:46
Comments:

82. Name: Laura Sanchez on 2019-03-06 16:09:35
Comments:

83. Name: Vicky Rivera on 2019-03-06 16:40:56
Comments: STOP BY DOING IT, WE ARE WILMINGTON!!!

84. Name: Amy on 2019-03-06 17:45:27
Comments:

85. Name: Jimmy Quevedo on 2019-03-06 18:32:20
Comments: No 2 zoning change.

86. Name: Tony Guerrero on 2019-03-06 19:31:19
Comments:

87. Name: Ginger on 2019-03-06 19:32:06
Comments:

88. Name: Valerie Contreras on 2019-03-06 20:33:07
Comments: The Wilmington Neighborhood Council took official action against the Perminate Supportive Housing in Wilmington by filing a community impact statement. This is in a R1 zone. No low income apartments should be built here. I strongly oppose this in Wilmington.

89. Name: Jaime Bedolla on 2019-03-06 21:11:37
Comments:

90. Name: Vanessa Loquellano on 2019-03-06 21:28:58
Comments: I DO NOT APPROVE OF THIS!!!!!

91. Name: Anthony Trani on 2019-03-06 21:30:32
Comments:

92. Name: Joanna Pina on 2019-03-06 22:48:40
Comments:

93. Name: Patricia Canedo on 2019-03-06 23:11:42
Comments: I totally oppose for the safety of our community.

94. Name: James Legaspi Jr on 2019-03-06 23:16:26
Comments:

95. Name: Patricia lopez on 2019-03-07 00:05:08
Comments:

96. Name: Ambrosia Meikle on 2019-03-07 02:29:51
Comments:

97. Name: JORDAN D GONZALES on 2019-03-07 03:35:12
Comments: No on deepwater project.

98. Name: Nellie Reed on 2019-03-07 03:40:37
Comments: There should not be a homeless shelter put in so close to a high school and also so close to family own homes.... They should find a better section of town were it would be more appropriate and away from children...

99. Name: Paula nunez on 2019-03-07 07:02:42
Comments:

100. Name: Rivas Yvonne on 2019-03-07 16:58:40
Comments:

101. Name: tina montoya on 2019-03-08 00:25:36
Comments:

102. Name: Sherrell Gonzales on 2019-03-09 01:37:48
Comments:

103. Name: Roselia Bravo on 2019-03-09 02:19:49
Comments:

104. Name: Lidia Anaya on 2019-03-09 02:25:30
Comments:

105. Name: Jeannette Gonzales on 2019-03-09 03:07:05
Comments: As a resident I do not approve.

106. Name: Linda Diaz on 2019-03-09 03:11:11
Comments:

107. Name: Carmen on 2019-03-09 03:14:49
Comments:

---

108. Name: Arelis on 2019-03-09 03:18:44
Comments:

---

109. Name: Teresa Soto on 2019-03-09 04:57:19
Comments:

---

110. Name: leslie herrera on 2019-03-09 05:20:56
Comments:

---

111. Name: Veronica Cardenas on 2019-03-09 05:41:28
Comments:

---

112. Name: Sonia Limosnero on 2019-03-09 05:42:22
Comments:

---

113. Name: Tanya Mancilla on 2019-03-09 05:51:35
Comments:

---

114. Name: Karla Guevara on 2019-03-09 06:33:20
Comments:

---

115. Name: Joshua Gonzales on 2019-03-09 06:45:14
Comments:

---

116. Name: Patricia Madrigal on 2019-03-09 08:08:16
Comments: I do not approve. Family has lived here since 1951 and we should have a say!!

---

117. Name: Corina Rodriguez on 2019-03-09 12:04:19
Comments:

---

118. Name: Jesus Montes de Oca on 2019-03-09 17:54:43
Comments: We are tired of being a dumping city. Time to fight back.

---

119. Name: Jasmine Limosnero on 2019-03-09 18:32:24
Comments:

---

120. Name: Liz Diaz on 2019-03-09 19:03:40
Comments:

121. Name: Ana Maria Rodriguez on 2019-03-10 14:44:43
Comments: There is no way that there should a homeless shelter in this neighborhood were there
is a school and family home with children. There are many other places were this shelter can be built.Wilmington already has low income housing. That why Wilmington can not thrive like other city there for I oppose that this project be pass. Leave are neighborhood the way it is.Thank You

---

122. Name: Sara Huizar on 2019-03-10 20:05:22
Comments:

---

123. Name: Christie Moreno on 2019-03-11 00:42:38
Comments: Do not want it.

---

124. Name: Socorro Cobarruvias on 2019-03-11 23:50:33
Comments: Im against building a shelter for the homeless this will bring drugs, sex offenders and vilonce into our community i been a resident for 40yrs and im very concern for the safety of our children, grandchildren and elderly people.

---

125. Name: Rachel Gomez on 2019-03-12 14:58:36
Comments:

---

126. Name: Erica Bustamante on 2019-03-12 18:16:16
Comments: No, no, and NO!

---

127. Name: Simie Seaman on 2019-03-14 07:12:02
Comments: We are tired of our public officials using our community for a dumping ground. We are tried of them lying to us. Just remember its not ILLEGAL FOR OUR ELECTED OFFICIALS TO LIE TO US. Our public officials have lie to us to further their agenda and Double Talk JOES is know different.

---

128. Name: Eva Montoya-Guzmam on 2019-03-17 03:03:36
Comments:

---

129. Name: Jessica Franco on 2019-03-29 07:05:46
Comments: I oppose I live on Deepwater and have 5 kids we dont need our street to be a chaos and flooded with homeless using drugs or whatever

---

130. Name: Jesse Gonzalez on 2019-03-30 01:29:20
Comments:

---

131. Name: g martinez on 2019-06-07 02:10:53
Comments:

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Porque En Wilmington

Y no Torrance en

Carson o San Pedro

En Torrance Frente

a Costco hay Lugar

"Why in wilmington and not Torrance, Carson or San Pedro. In torrance in front of Costco there is Space"

The Evacuation Plan question was not answered.

What is the evacuation escape routes planned in the event of an emergency evac need. as well as if the sole entrance/exit is blocked.

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Michelle Abee
San Pedro Resident

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11/8/20

MY DEEP NATURE

MY NAME IS ROSIN DIDDA.
MY AFFILIATIONS ARE AS FOLLOWS:
I LIVE AND EXPERIENCE PERSONHOOD
AS A RESIDENT OF THIS UNIVERSE,
THIS PLANET, THE UNITED STATES,
LOS ANGELES COUNTY, IN SAN PEDRO.
IN CD 15.
I FOLLOW MY LORD JESUS WHO TEACHES
ME THAT PERSONS MATTER.
I AM A COUNSELOR, A THERAPIST,
AND I WALK WITH THOSE WHO ARE
HURTING, EMOTIONALLY AND PHYSICALLY.
I'M CALLED TO HAVE A HEART FOR
THOSE LESS FORTUNATE, BECAUSE ITS
KIND TO DO SO, AND IT
COULD BE ME. I'M AFRAID OF BEING
OVERWHELMED BY ALL THE SUFFERING,
BUT I WON'T LET MYSELF BE LIMITED BY
ANY FEAR.
EVERYONE HAS VALUE AND DIGNITY.
REAL SOLUTIONS FOR TOUGH PROBLEMS

NEED COMPROMISE. THERE ARE NO PERFECT SOLUTIONS.
BECOMING HOMELESS IS A RESULT OF MANY COMPLEX FACTORS. SOLUTIONS NEED TO ADDRESS THOSE COMPLEXITIES.
WE ALL CAN HAVE A PART IN HEALING WHAT IS BROKEN, AND IN SO DOING, ~~WE ALL WILL HEAL.~~
HEALING OF THE SOUL.
THANK YOU.

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My name is Alfredo Gonzalez
I am in favor of this proyect
It couldent be better and
more on time than ever.
Homless people are growing
and desperatly need it.
1371 Eubank

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Good Morning - this is a complex problem. I want to know how much is Wilm going to have to accept? If it is not only seniors then 300 ft is to close to the park. If it is permanent housing - we are forever going to have this here. Can we use empty bldgs + motels for this

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Wilmington Neighborhood Council

544 N. Avalon Boulevard, Suite 103, Wilmington, California 90744
(310) 522-2013 WilmingtonNC@empowerLA.org
www.wilmingtonneighborhoodcouncil.com

Sylvia Arredondo, Chair
Valerie Contreras, Co-Chair
Cathy Familathe, Secretary
Moises Cortez, Treasurer

Reference: CF 18-0651 Bridge Housing and Safe Parking

Summary: Insomuch as this project is vague and ambiguous we cannot fully support CF 18-0651 BRIDGE HOUSING AND SAFE PARKING at this time.

The Wilmington Neighborhood Council Board members and liaisons have attended many meetings on this homeless issue. We previously filed CIS CF 17-1432.

There has been no proper clarification as to whether this will be SAFE PARKING or BRIDGE HOUSING for the indicated location. In order for an informed decision to be made we request that the following information be provided:

- The duration, scope and nature of the project. We are told 2-3 years but we are not given specifics. Will it be housing or safe parking?
- Number of occupants as well as if this will be single or family occupation
- List of qualifications and guidelines for those who will be admitted into these shelters
- List of security measures in place to insure guidelines are being properly followed
- Number of pets that will be cared for (as indicated in CF 18-0600-S2)
- Will security be administered by the police as indicated in the motion or will it be port police because it is port property or will it be implemented by private security like the United Way's presentation stated.
- What means for storage will be provided for personal belongings. In Joe Buscaino's YouTube Video of June 25th, he states it will be a LARGE facility. What is the definition of LARGE? Since the City figures state that this will only assist less than 1/3 of the homeless population in Wilmington. What are the plans for the other 70%? Given these statistics there is no reason to believe that these shelters will have much effect on our homeless.
- We move to have the State mental institutions reopened to meet the homeless needs of mental illness for those who are not ready for this next step into society.

Furthermore, there are serious health and environmental issues that have been woefully overlooked. The proposed address (828 Eubank Ave) is unique from the other proposed addresses as it has numerous environmental restrictions. According to ZIMAS the address in Wilmington is in a Methane Zone. These areas have a risk of methane intrusion emanating from geologic formations and there are strict regulations on such addresses so not to risk the outlying environment as well those who reside in

Furthermore, there are serious health and environmental issues that have been woefully overlooked. The proposed address (828 Eubank Ave) is unique from the other proposed addresses as it has numerous environmental restrictions. According to ZIMAS the address in Wilmington is in a Methane Zone. These areas have a risk of methane intrusion emanating from geologic formations and there are strict regulations on such addresses so not to risk the outlying environment as well those who reside in the area. In the normal course of business this address would have had to have, at the very least, a gas probe test and a shallow soil test as prescribed under the Methane Code. This address in the normal course of Business would have been subject to CEQA (California Environment Quality Act). A full Environmental Impact Report (EIR) would have been needed to evaluate potential impacts. This property also falls under Mayor Garcetti's own CUGU Ordinance (Clean Up Green Up) which protects residents in highly polluted areas. Since no study has been completed any action to move forward with this project is premature. The address is within a block of a Coastal Zone and is protected under the Tidelands Trust for Port properties. Although the City has broad discretion for these shelters, the desire to put a homeless shelter in this location should not outweigh but should be balanced against the health and environmental concerns listed above. We do not want the City to overlook these environmental risk facts but should adhere to these.

Stakeholders of Wilmington are not against homeless shelters. In fact, we have done more than our fair share. Wilmington currently has at least three homeless shelters and one Halfway House. (Beacon Light Mission, Doors of Hope, Last Chance Rescue Mission and Figueroa Place) Over 105 meals are served here daily. Medical, dental and prescription services are provided. Showers, clothing and hygiene items are also given. 40 people a day are given a place to sleep and the residents of Figueroa Place have permanent housing, counseling and job assistance. Our Churches provide food and clothing. We have grass root groups such as Heart of the Harbor that give out meals and hygiene items and we do it without any assistance from the City. Our stakeholders have been pleading with the City of Los Angeles for assistance for over the past 25 years when the City shipped its homeless from downtown Los Angeles to Wilmington just prior to the 1984 Olympics. Since very little assistance was provided, we acted on our own to support the homeless. http://laeastside.com/2009/08/third-world/

For the forgoing reasons we cannot fully support CF18-0651 Bridge Housing and Safe Parking at this time. Our residents deserve an opportunity to share any concerns and to provide alternate locations they feel may be better suited for this venture. To review any reports. To have Town Meetings to fully educate both our English and Spanish speaking stakeholders and to have our Councilman present during these meetings to answer questions. We request at least a 90- day delay before the City and CD15 make a decision on this location. Our Stake holders deserve to have our questions answered. They deserve to feel safe. We are in a community which is already overburdened with pollution from the rail roads, port, refineries, and port traffic. Our industrial areas are not fully industrial. They are mixed due to zoning. Industrial facilities are next to homes with small children who play there. We just don't see how this and the unforeseen issues that arise from this could be properly enforced by our short- staffed local police force who is already overwhelmed. We know that these homeless wills not just be confined to these areas.

Contract Information
Neighborhood Council: Wilmington Neighborhood Council
Name: Valerie Contreras
Phone Number: (310) 558-6458
Email: Valcwnc@gmail.com
The Board approved this CIS by a vote of Yea (4) Nay (2) Abstain (6) Recusal (0)
Date of NC Board Action: 01/27/2018
Type of NC Board Action: Against unless amended

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Impact Information
Date: 01/27/2018
Council file: 17-1432
Update to a previous council file 17-0090-S
Directed to: City Council and Committees

Summary: The

Ordinance CPC-2017-3136-CA Permanent Supportive Housing impact on residents' quality of life, public safety.

The Wilmington Neighborhood Council has serious reservations with regard to Permanent Supportive Housing and CF 17-1432. These concerns include but are not limited to the impacts on the environment, parking, public safety, traffic, infrastructure. Before any ordinances is prepared for Wilmington, significant opportunities for public discussion and input should be scheduled through our NC community of Wilmington.

We **oppose** *PSH for our community* but we recommend the following for our community plan should this move forward. We recommend that the following be implemented first. Proposed, if amended, PSH for our community.

1. The dwelling must have a "Buffer zone of 3000 feet from current residents, parks and schools since there could be health and safety risk involved. Existing residence shall have the right to enjoy their property as they purchased; privacy concerns of existing residence shall come first.
2. Motel conversion must have a change of use specific plan prior to reconstruction
3. Limitations on height of the housing. We request the height be no more than 3 stories high even with a parking underground. PSH structures shall not interfere with existing views of oceans, lakes, parks, mountains etc., shall be protected against buildings eclipsing facades and open space.
4. Any PSH must present and obtain approval from the City Council District and the WNC
5. Shall not allow for rentals if the State funding is lost. i.e. section 8 housing
6. A time limit be imposed of no greater than 3 years for temporary disabilities. Drop the 55 years resident term.
7. Enforcement Mechanism: Define clearly disqualifications and immediately removal from program for undesirable actions committed by the target demographic, i.e. felonies, unruly behavior, drug use.
8. Screening of candidates upon entry into a PSH community and continuous random welfare follow-up with appropriate funding mechanisms such as drug testing, driver pull program, background checks, etc.
9. Conduct regular comprehensive studies such as EIRs, area and regional traffic studies, infrastructure services such as sewer/water. Consideration be given to parking, free space etc. Over population and not enough schools, public facilities, access to jobs, police coverage, etc.
10. PSH be limited to commercial or industrial designated areas only with respect to proper zoning.

The Wilmington community is impacted by the homeless problem but we wish to have the quality of life remain the same for all current residents. The long-term effects of PSH is unknow, therefore, we urge you to allow our community sufficient input and to have the City of Los Angeles provide detailed answers to the above question prior to any conversion or new construction in Wilmington, Los Angeles California.

WILMINGTON NEIGHBORHOOD COUNCIL

544 N. Avalon Boulevard, Suite 103, Wilmington, California 90744
(310) 522-2013 wilmingtonNC@empowerLA.org
Website: Wilmingtonneighborhoodcouncil.com
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Valerie Contreras, Chair
Carlos Sanchez, Co-Chair
Santiago Sedillo, Secretary
Gina Martinez, Treasurer
Barbara Zepeda, Parliamentarian

SUBMITTED AT
PUBLIC HEARING

October 22, 2019,

Greetings,

Council files previously submitted: CF17-0090s, CF 08-0651, CF 17-1432, (18-0600-S2 ref.)

The Wilmington Neighborhood Council has taken action to oppose the proposed housing project by LINC at 1424 Deepwater Avenue, Wilmington, CA 90744.

Among our concerns are:

1. **Seven (7) capped oils wells abandoned** on this property. As it stands right now there is a Mitigated Negative Declaration. One of these oil wells will have to be recapped but what about the others? It is a proven fact that **capped oil wells leak.** One example is, (the Carousel Tract) Just a few years ago it was discovered that an entire housing development which is less than a mile from this location, was built on top of several capped oil wells and they are now all victims of contamination. Residents have had to be evacuated while their properties are cleaned of contamination and many have suffered from cancer among other illnesses. The cleanups that started in 2017 will not likely be finish prior to the year 2022. **The devastating effect it will have on our community** and future generations should this project later be used for another purpose.
2. Also, this project directly **goes against the Wilmington** Harbor City **Community Plan.** Page I-4 of our plan specifically states there is a "need to maintain the low-density character of single-family neighborhoods and protect them from other incompatible uses." This property is in an R1 zone. This is reserved for single family residences. The Wilmington Community Profile that can be found within the Community Plan tells us that over 1/3 of our single-Family homes in Wilmington are over 75 years old. It also tells us that over another 1/3 of our single-family homes are between 55 -74 years old. This profile within the Community Plan further tells us that Wilmington has less single-family homes than most communities in the city of Los Angeles.
3. How can we expect our children to return and invest to purchase homes in our community if we have no single- family homes for our children? We need to protect our R1 zones and we do not agree with changing our R1 zones. Our Community Plan offers a solution on where to build residential and mixed-use development. **The solution is not to pick away at our residential zones** but rather to build along our commercial corridors such as Anaheim Street. **This project would fit nicely along the Anaheim corridor** between Broad Avenue and Alameda. There would be no need for rezoning of this project in that area.
4. We further have concerns with regards **to parking and traffic.** At the LINC housings presentation, the LINC spokesperson named Sunny advised the stakeholders that there would be only 19 parking spaces for all 56 units and staff. She informed the stakeholders that 10 of these spaces would be for staff and 1 space would be for the manager. That leaves **8 parking spaces for 55 residents.** Although the address states it will be located on Deepwater, the LINC Spokesperson Sunny advised that the only street that will have access to exit or enter this project is Eubank Avenue. Eubank Avenue is an extremely narrow street that prohibits any parking as it is part of a commercial truck route that provides access to semi-tractor trailers hauling freight. The closest cross-street is Pacific Coast Hwy which also prohibits parking. There is no strategy whatsoever to address parking or any mitigating measure put in place. The lack of parking within our community has also been duly noted within our Community Plan specifically on page I-4. **This project will only exasperate an already exasperating parking issue.**

5. We also would like to note that this project is not aesthetically appealing to the area where the project is proposed. Should this project proceed it will be one of the three largest buildings within our community. The other 2 buildings are the Don Hotel located on Avalon Blvd. in a commercial area and the Best Western Hotel on Pacific Coast Hwy, also in a commercial area. **This behemoth of this project would strip all surrounding residents of their privacy** as tenants will be able to peer in the surrounding residents' yards with an unobstructed view. It will be so large that it will tower over every and all structure within the immediate vicinity.
6. **As a neighborhood council, it is our duty to advise this agency in the best interest of our stakeholders**. In 2017 the Wilmington Neighborhood Council took official action and filed not one or two community impact statements but three (3) community impact statements opposing Permanent Supporting Housing, Bridge Housing, and Homeless housing of any kind for our community with specific reasons being noted above. Regardless if this housing is needed, we have voiced on behalf of our community stakeholders and have taken action on their behalf and for the long-term effects, so it can be built elsewhere.
7. Additionally, **our Councilmember of CD 15 has worked his way around the City Charter** to create his own process for community input and hand picking his own working group to collect information on homeless in our community and take official action on those findings. **The Neighborhood council is the official elected body** to voice for the stakeholders of our community and take it back to City Council, **not some working group** compiled of non-profits who advocate for their own agenda, not developers who have their own stake in this and certainly someone to leads this group who is not even an elected neighborhood council board member but an investor. **This is directly against the City Charter** and should be considered when allowing developers to come into our community and dictate what will happen in our single family R1 area. Something even Councilmember Joe wouldn't approve for his family.

Although the Wilmington Neighborhood Council always encourages development within our community, we cannot support this project as the disadvantages and health risks from this project far outweigh the advantages that it will provide our stakeholders.

Respectfully,

Valerie Contreras, Chair

The Wilmington Neighborhood Council

From: **Lupe Lopez** llopez@lbrm.org
Subject: Fwd:
Date: November 8, 2019 at 10:02 AM
To: Michele Velazquez michelecosmo@yahoo.com

Sent from my iPhone

Begin forwarded message:

> From: "3105055994@pm.sprint.com" <3105055994@pm.sprint.com>
> Date: November 8, 2019 at 10:01:34 AM PST
> To: Lupe Lopez <llopez@lbrm.org>
>
> Sent from my mobile.
>
> ---
>
> Here are some of my concerns based on the safety of my students:
>
> - safe passage to Banning. What would it look like?
> - Banning students who stay late because of activities and athletics could be 6pm or later when we have games and performances. Who will ensure that those safe passages are safe for all kids all the tin
> - LAUSD only provides school police until 4pm
> - how will we ensure that vandalism on Banning's campus will be prevented and homeless camping in the campus and in front of the school.
> - what is the plan to ensure that school property is not stolen or destroyed from the school.
> - Many of the homeless camps have diseases, like hepatitis and rats that carry rabies and other diseases, syringes are left on the floor. How do we prevent diseases from being spread into the campus, es
> - how do we keep our students and staff safe from those homeless who might suffer from mental illness. Both diagnosed and not treated.

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PUBLIC HEARING

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PUBLIC HEARING

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NOV 08 2019
CITY PLANNING
PROJECT PLANNING

L.A. Department of City Planning Hearing

Development of Supportive Housing for Seniors in Wilmington

- Good morning. My name is Jim Tehan, and I am the regional director of community health investment for Providence.

- I am here on behalf of Providence Little Company of Mary in the South Bay to express our support for LINC Housing's proposal to build supportive housing in Wilmington – a much needed endeavor as an increasing number of seniors are at-risk of or experiencing homelessness throughout the Los Angeles area.

- At Providence, we believe health is a human right. Everyone deserves the chance to live the healthiest life possible, especially those who are poor and vulnerable. But it's not easy to take care of your health when you don't have a safe place to call home. Our founding sisters understood better than anyone that housing and health care are inextricably linked and have ministered to the needs of the homeless since their earliest days.

- Providence has seen the impact that stable housing makes on health – and the unfortunate health outcomes for persons without proper housing.

- In our ~~2016~~ 2019 Community Health Needs Assessment, Providence identified affordable housing and homelessness among our priority health needs for ~~2017–2019~~ 2019-2022. The data from the recently released Greater Los Angeles 2019 Homeless Count ~~emphasizes~~ further emphasizes the need to make housing a priority.

- Over the span of one year, senior homelessness for persons 62 years and over increased by 8 percent in L.A. County and by 5 percent across the City of Los

Angeles. Of the 101 seniors experiencing homelessness in Los Angeles City Council District 15, 90 percent are unsheltered.

- Since 2014, our Providence Wellness and Activity Center in Wilmington has partnered with local volunteers and community organizations to provide free classes and activities for people from birth to age 99, so that residents who live in and around Wilmington can be physically, mentally, emotionally, and spiritually healthy.

- Due to the development's proximity to the Wellness Center and the crucial impact of housing on health, we look forward to discussing collaboration opportunities with LINC to provide health programs for its future residents.

- This supportive housing community will ensure that some of our most vulnerable neighbors thrive. It is with this goal in mind that we are pleased to support LINC Housing's proposed development in the community of Wilmington, and urge the city to support the project.

Prepared by: Michael Tou 10/31/2019

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November 7, 2019

City Planning Commission
Connie Chauv, City Planning Associate
City Council and involved parties

SUBMITTED AT
PUBLIC HEARING

Re: Case No. CPC-2018-7329-GPAJ-ZCJ-SPR

Dear City Planning Commission/Associate,

We are writing in regards to the proposed project on 1424 Deepwater Ave Wilmington, CA 90744. We like our concerns to be greatly considered in this matter. As parents of three children and longtime residents of Wilmington, we are opposed to the proposed project. We feel that this project will be detrimental to our single-family homes that already barely exist in our neighborhood. Residents of Wilmington must seek out certain areas that are well maintained and safe for our families and our zone is one of them. If this project is approved the safety of our neighborhood especially our children will be jeopardized! WE are expected to provide **SAFE PASSAGE** to our children of our community especially considering that this project is within 600 feet of our high school! The structure that is proposed is 56 dwelling with only 19 parking spaces leaving the overflow to be dumped onto the surrounding streets. Also, the traffic on Eubank and Sandison is already overloaded and adding over 50 more residents will greatly impact our streets and once again the safety of all our children.

Also, the environmental and health concerns of the re-abandonment of the existing oil well that is on the property is of great concern! We don't know what is lying underneath this well and by compromising the structure could lead into bigger issues!

We are not opposed to helping the underclass and feel that everyone deserves help but what we are asking is that a different location be approved for this type of project! A location that can accommodate the structure and residents of this kind of project. There are many other lots and spaces that we feel can be considered!

Sincerely,

Mr. Ryan Ortega and Mrs. Stephanie Ortega
1458 Baypoint Ave
Wilmington, CA 90744

EXHIBIT F

MITIGATED NEGATIVE DECLARATION

F1 – Hyperlinks to published MND Documents

F2 – Mitigation Monitoring Program

F3 – SCAQMD Comment Letter

F4 – Supplemental Air Quality Analysis

F5 – Caltrans Comment Letter

EXHIBIT F1 – HYPERLINKS TO PUBLISHED MND DOCUMENTS

MITIGATED NEGATIVE DECLARATION
https://planning.lacity.org/odocument/d8f26260-ffee-4c3e-afa3-f7eb716ffad6/ENV-2018-7330.pdf

APPENDIX A: AIR QUALITY AND GHG IMPACT ANALYSIS
https://planning.lacity.org/odocument/6a41bc69-e417-4601-ae69-585755ecd336/ENV-2018-7330-A.pdf

APPENDIX B1: SACRED LANDS FILE SEARCH
https://planning.lacity.org/odocument/381308a9-e0ab-4a5d-9833-dc22c2c3c309/ENV-2018-7330-B1.pdf

APPENDIX B2: HISTORICAL/ARCHAEOLOGICAL RESOURCES RECORDS REVIEW
https://planning.lacity.org/odocument/23797fe4-3e27-4fcb-97fb-1d35cfec6860/ENV-2018-7330-B2.pdf

APPENDIX B3: TRIBAL CORRESPONDENCE
https://planning.lacity.org/odocument/4c2e4421-dcdb-47cc-9ed7-0d74d44318b8/ENV-2018-7330-B3.pdf

APPENDIX C: DOGGR CONSTRUCTION SITE WELL REVIEW AND RECORDS
https://planning.lacity.org/odocument/500cd7ad-8011-44fb-a794-eb9635fa0f13/ENV-2018-7330-C.pdf

APPENDIX D: MEMORANDUM ON PROPOSED AND ANTICIPATED OIL WELL AND METHANE MITIGATION MEASURES
https://planning.lacity.org/odocument/d8a6dc12-5ad1-409e-a1b6-00f87c2a56f7/ENV-2018-7330-D.pdf

APPENDIX E: PHASE I ENVIRONMENTAL SITE ASSESSMENT
https://planning.lacity.org/odocument/e86b9245-c309-4d77-8ca5-470f0c6f7e76/ENV-2018-7330-E.pdf

APPENDIX F: LADOT CORRESPONDENCE
https://planning.lacity.org/odocument/fc4b7fbc-8a6e-49f3-bc88-31cd2bf43d24/ENV-2018-7330-F.pdf

APPENDIX G: BOS WASTEWATER ENGINEERING SERVICES DIVISION CORRESPONDENCE
https://planning.lacity.org/odocument/e97d2a82-b584-41ed-84f6-a30122df89f1/ENV-2018-7330-G.pdf

APPENDIX H: TREE MEMORANDUM
https://planning.lacity.org/odocument/d383865d-f02e-4585-a9ff-a872f419a75a/ENV-2018-7330-H.pdf

MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a "reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment" (Mitigation Monitoring Program, Section 15097 of the *CEQA Guidelines* provides additional direction on mitigation monitoring or reporting). This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. The City of Los Angeles is the Lead Agency for this project.

A Mitigated Negative Declaration (MND) has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features, regulatory compliance measures, or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Proposed Project. This Mitigation Monitoring Program (MMP) is designed to monitor implementation of the mitigation measures identified for the Project.

The MMP is subject to review and approval by the City of Los Angeles as the Lead Agency as part of the approval process of the project, and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the MND.

The Project Applicant shall be responsible for implementing all mitigation measures, unless otherwise noted, and shall be obligated to provide documentation concerning implementation of the listed mitigation measures to the appropriate monitoring agency and the appropriate enforcement agency as provided for herein. All departments listed below are within the City of Los Angeles unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Project Applicant unless otherwise noted.
As shown on the following pages, each required mitigation measure for the proposed Project is listed and categorized by impact area, with accompanying discussion of:

Enforcement Agency – the agency with the power to enforce the Mitigation Measure.

Monitoring Agency – the agency to which reports involving feasibility, compliance, implementation and development are made, or whom physically monitors the project for compliance with mitigation measures.

Monitoring Phase – the phase of the Project during which the Mitigation Measure shall be monitored.

- Pre-Construction, including the design phase
- Construction
- Pre-Operation
- Operation (Post-construction)

Monitoring Frequency – the frequency of which the Mitigation Measure shall be monitored.

Action Indicating Compliance – the action of which the Enforcement or Monitoring Agency indicates that compliance with the required Mitigation Measure has been implemented.

The MMP performance shall be monitored annually to determine the effectiveness of the measures implemented in any given year and reevaluate the mitigation needs for the upcoming year.

It is the intent of this MMP to:

Verify compliance of the required mitigation measures of the MND;

Provide a methodology to document implementation of required mitigation;

Provide a record and status of mitigation requirements;

Identify monitoring and enforcement agencies;

Establish and clarify administrative procedures for the clearance of mitigation measures;

Establish the frequency and duration of monitoring and reporting; and

Utilize the existing agency review processes' wherever feasible.

This MMP shall be in place throughout all phases of the proposed Project. The entity responsible for implementing each mitigation measure is set forth within the text of the mitigation measure. The entity responsible for implementing the mitigation shall also be obligated to provide certification, as identified below, to the appropriate monitoring agency and the appropriate enforcement agency that compliance with the required mitigation measure has been implemented.

After review and approval of the final MMP by the Lead Agency, minor changes and modifications to the MMP are permitted, but can only be made by the Applicant or its successor subject to the approval by the City of Los Angeles through a public hearing. The Lead Agency, in conjunction with any appropriate agencies or departments, will determine the adequacy of any proposed change or modification. The flexibility is necessary in light of the proto-typical nature of the MMP, and the need to protect the environment with a workable program. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

MITIGATION MONITORING PROGRAM

Hazards and Hazardous Materials

MM-1: The Applicant shall perform exploratory excavation to locate the seven potential abandoned oil wells located on the site

Enforcement Agency: Los Angeles Fire Department, Los Angeles Department of Public Works, Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Fire Department, Los Angeles Department of Public Works, Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of a building or grading permit

MM-2: The Applicant shall prepare and submit to DOGGR an Application for Construction Site Well Review and Notice(s) of Intention for any of the seven potential abandoned oil wells at the Site that a) DOGGR finds do not meet current abandonment standards or b) require lowering/raising to be at an acceptable depth below finished grade.

Enforcement Agency: Los Angeles Fire Department, Los Angeles Department of Public Works, Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Fire Department, Los Angeles Department of Public Works, Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of a building or grading permit

MM-3: The Applicant shall prepare a design for a methane mitigation system to be installed beneath the proposed building. The design shall conform to the provisions of the City of Los Angeles Ordinance No. 175,790 and applicable methane mitigation standards of the Los Angeles Department of Building and Safety.

Enforcement Agency: Los Angeles Fire Department, Los Angeles Department of Public Works, Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Fire Department, Los Angeles Department of Public Works, Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of a building or grading permit

MM-4: The Applicant shall abandon any oil wells identified at the site during the exploratory excavation according to the permit requirements of DOGGR. Some grading may need to be performed before well abandonment to allow access to the well(s) and room for well drilling and associate equipment.

Enforcement Agency: Los Angeles Fire Department, Los Angeles Department of Public Works, Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Fire Department, Los Angeles Department of Public Works, Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of a building or grading permit

MM-5: The Applicant shall install a Passive System regardless of the design methane concentration or the design methane pressures. The Passive System for this project shall include at minimum:

A. A standard de-watering system;

B. Sub-slap vapor collection and ventilation system that includes:

a. Perforated horizontal collection piping;

b. Permeable gravel blanket for soil gas migration of a minimum 2” thick;

c. Solid vent risers (amount and size are dependent on building size);

d. A complete impervious membrane (barrier) system. Since there are known oil wells on site, this barrier system will be a chemically compatible spray-applies product that covers the entire footprint of the proposed structure;

e. Trench dams and conduit seal fittings

Enforcement Agency: Los Angeles Fire Department, Los Angeles Department of Public Works, Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Fire Department, Los Angeles Department of Public Works, Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of a building or grading permit

MM-6: The Applicant shall conduct a subsurface methane investigation in accordance with Los Angeles Department of Building and Safety Document No. P/BC 2014-101 Site Testing Standards for Methane. The subsurface methane investigation shall include but is not limited to:

A. Installation of three to four (3-4) gas probes set throughout the Site;

B. Gas Probe Sets include probes at approximate depths of 5, 10, and 20 feet below ground surface or the lowest building slab elevation;

C. Collection of methane soil gas and pressure measurements in the field.

The purpose of the subsurface methane investigation is to determine the level of methane concentrations that exist at the site, and the level of methane pressure (in inches water pressure) that exist at the site. The Applicant shall install an Active System and miscellaneous systems subject to the approval of the Los Angeles Department of Building and Safety ("LADBS"), including:

A. An active mechanical extraction system (i.e., a fan pulling sub-slab air as opposed to active);

B. Gas detection, alarm, and mechanical ventilation system on the lowest occupied spaces;

C. A control panel for active/mechanical components;

D. Additional vent risers.

Enforcement Agency: Los Angeles Fire Department, Los Angeles Department of Public Works, Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Fire Department, Los Angeles Department of Public Works, Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of a building or grading permit

MM-7: The Applicant shall locate, survey, and leak test each oil well. Further, should the development proceed, each well will receive ventilation and protection, including but not limited to.

A. Locate: Each well must be located to verify that it is or is not within the Site boundaries;

B. Survey: Each well must be surveyed, both horizontally and vertically, to provide the exact location of this well on the Site and its depth;

C. Leak Tested: Following exposure, the top casing of each well must be leak tested in the field for excessive methane levels, with DOGGR personnel present to verify. If a well is determined to be leaking, reabandonment activities are likely necessary;

D. Ventilation and protection: Each oil well that is to current abandonment standards, will require that a protection and ventilation cone be placed over the well cap (head). Attached to the vent cone will be a solid pipe vent riser that will terminate above breathing levels. This ventilation is a precautionary measure should the well ever begin to leak.

Enforcement Agency: Los Angeles Fire Department, Los Angeles Department of Public Works, Los Angeles Department of Building and Safety

Monitoring Agency: Los Angeles Fire Department, Los Angeles Department of Public Works, Los Angeles Department of Building and Safety

Monitoring Phase: Pre-construction

Monitoring Frequency: Once, at plan check

Action Indicating Compliance: Issuance of a building or grading permit

Regulatory Compliance Measures

In addition to the Mitigation Measures required of the project, and any proposed Project Design Features, the applicant shall also adhere to any applicable Regulatory Compliance Measures required by law. Listed below is a list of often required Regulatory Compliance Measures. Please note that requirements are determined on a case by case basis, and these are an example of the most often required Regulatory Compliance Measures.

AESTHETICS

- **Regulatory Compliance Measure RC-AE-1 (Hillside)**: **Compliance with Baseline Hillside Ordinance**. To ensure consistency with the Baseline Hillside Ordinance, the project shall comply with the City's Hillside Development Guidelines, including but not limited to setback requirements, residential floor area maximums, height limits, lot coverage and grading restrictions.

- **Regulatory Compliance Measure RC-AE-2 (LA River): Compliance with provisions of the Los Angeles River Improvement Overlay District.** The project shall comply with development regulations set forth in Section 13.17.F of the Los Angeles Municipal Code as applicable, including but not necessarily limited to, landscaping, screening/fencing, and exterior site lighting.

- **Regulatory Compliance Measure RC-AE-3 (Vandalism)**: **Compliance with provisions of the Los Angeles Building Code.** The project shall comply with all applicable building code requirements, including the following:
    - Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
    - The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

- **Regulatory Compliance Measure RC-AE-4 (Signage): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including on-site signage maximums and multiple temporary sign restrictions, as applicable.

- **Regulatory Compliance Measure RC-AE-5 (Signage on Construction Barriers): Compliance with provisions of the Los Angeles Building Code.** The project shall comply with the Los Angeles Municipal Code Section 91.6205, including but not limited to the following provisions:
    - The applicant shall affix or paint a plainly visible sign, on publically accessible portions of the construction barriers, with the following language: “POST NO BILLS”.

- Such language shall appear at intervals of no less than 25 feet along the length of the publically accessible portions of the barrier.
- The applicant shall be responsible for maintaining the visibility of the required signage and for maintaining the construction barrier free and clear of any unauthorized signs within 48 hours of occurrence.

AGRICULTURE and FORESTRY

AIR QUALITY

- **Regulatory Compliance Measure RC-AQ-1(Demolition, Grading and Construction Activities): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable standards of the Southern California Air Quality Management District, including the following provisions of District Rule 403:
  - All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD District Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
  - The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
  - All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
  - All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
  - All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
  - General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
  - Trucks having no current hauling activity shall not idle but be turned off.

- **Regulatory Compliance Measure RC-AQ-2:** In accordance with Sections 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.

- **Regulatory Compliance Measure RC-AQ-3:** In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

- **Regulatory Compliance Measure RC-AQ-4:** The Project shall comply with South Coast Air Quality Management District Rule 1113 limiting the volatile organic compound content of architectural coatings.

- **Regulatory Compliance Measure RC-AQ-5:** The Project shall install odor-reducing equipment in accordance with South Coast Air Quality Management District Rule 1138.

- **Regulatory Compliance Measure RC-AQ-6:** New on-site facility nitrogen oxide emissions shall be minimized through the use of emission control measures (e.g., use of best available control technology for new combustion sources such as boilers and water heaters) as required by South Coast Air Quality Management District Regulation XIII, New Source Review.

- **Regulatory Compliance Measure RC-AQ-7 (Spray Painting): Compliance with provisions of the SCAQMD District Rule 403.** The project shall comply with all applicable rules of the Southern California Air Quality Management District, including the following:
    - All spray painting shall be conducted within an SCAQMD-approved spray paint booth featuring approved ventilation and air filtration system.
    - Prior to the issuance of a building permit, use of land, or change of use to permit spray painting, certification of compliance with SCAQMD air pollution regulations shall be submitted to the Department of Building and Safety.

- **Regulatory Compliance Measure RC-AQ-8 (Wireless Facilities):**If rated higher than 50 brake horsepower (bhp), permit required in accordance with SCAQMD Rule 1470 - Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Initial Engines and SCAQMD Rule 1110.2 - Emissions from Gaseous- and Liquid- Field Engines.

BIOLOGY

- **(Duplicate of WQ Measure) Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
    - *United States Army Corps of Engineers*. The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.
    - *State Water Resources Control Board*. The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
    - *California Department of Fish and Wildlife*. The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed

Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

CULTURAL RESOURCES

- **Regulatory Compliance Measure RC-CR-1 (Designated Historic-Cultural Resource): Compliance with United States Department of the Interior – National Park Service – Secretary of the Interior's Standards for the Treatment of Historic Properties.** The project shall comply with the Secretary of the Interior's Standards for Historical Resources, including but not limited to the following measures:
    - Prior to the issuance of any permit, the project shall obtain clearance from the Department of Cultural Affairs for the proposed work.
    - A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
    - The historic character of a property shall be retained and preserved. The removal of historic material or alteration of features and spaces shall be avoided.
    - Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.
    - Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.

- **Regulatory Compliance Measure RC-CR-2 (Archaeological):** If archaeological resources are discovered during excavation, grading, or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the proposed Modified Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project site. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.
    - Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
    - Deteriorated historic features shall be repaired rather than replaced. Where the severity if deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
    - Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
    - Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

- New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
- New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

- **Regulatory Compliance Measure RC-CR-3 (Paleontological):** If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

- **Regulatory Compliance Measure CR-4 (Human Remains):** If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

  - Stop immediately and contact the County Coroner:
    1104 N. Mission Road
    Los Angeles, CA 90033
    323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or
    323-343-0714 (After Hours, Saturday, Sunday, and Holidays)

  If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the Native American Heritage Commission (NAHC).

  The NAHC will immediately notify the person it believes to be the most likely descendent of the deceased Native American.

  - The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
  - If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

GEOLOGY AND SOILS

- **Regulatory Compliance Measure RC-GEO-1 (Seismic):** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

- **Regulatory Compliance Measure RC-GEO-2 (Hillside Grading Area):** The grading plan shall conform with the City's Landform Grading Manual guidelines, subject to approval by the Advisory Agency and the Department of Building and Safety's Grading Division. Appropriate erosion control and drainage devices shall be provided to the satisfaction of the Building and Safety Department. These measures include interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code, including planting fast-growing annual and perennial grasses in areas where construction is not immediately planned.

- **Regulatory Compliance Measure RC-GEO-3 (Landslide Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any landslide and soil displacement, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
    - ground stabilization
    - selection of appropriate foundation type and depths
    - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures

  The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-4 (Liquefaction Area):** The project shall comply with the Uniform Building Code Chapter 18. Division1 Section 1804.5 Liquefaction Potential and Soil Strength Loss. Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any liquefaction and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to:
    - ground stabilization
    - selection of appropriate foundation type and depths
    - selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.

  The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-5 (Subsidence Area):** Prior to the issuance of building or grading permits, the applicant shall submit a geotechnical report prepared by a registered civil engineer or certified engineering geologist to the written satisfaction of the Department of Building and Safety. The geotechnical report shall assess potential consequences of any subsidence and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GEO-6 (Expansive Soils Area):** Prior to the issuance of grading or building permits, the applicant shall submit a geotechnical report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The geotechnical report shall assess potential consequences of any soil expansion and soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures. The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

- **Regulatory Compliance Measure RC-GHG-1 (Green Building Code):** In accordance with the City of Los Angeles Green Building Code (Chapter IX, Article 9, of the Los Angeles Municipal Code), the Project shall comply with all applicable mandatory provisions of the 2013 Los Angeles Green Code and as it may be subsequently amended or modified.

HAZARDS AND HAZARDOUS MATERIALS

- **Regulatory Compliance Measure RC-HAZ-1: Explosion/Release (Existing Toxic/Hazardous Construction Materials)**
  - (**Asbestos**) Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.
  - (**Lead Paint**) Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint

materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.

- (**Polychlorinated Biphenyl – Commercial and Industrial Buildings**) Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with applicable state and federal rules and regulation governing PCB removal and disposal.

- **Regulatory Compliance Measure RC-HAZ-2: Explosion/Release (Methane Zone):** As the Project Site is within a methane zone, prior to the issuance of a building permit, the Site shall be independently analyzed by a qualified engineer, as defined in Ordinance No. 175,790 and Section 91.7102 of the LAMC, hired by the Project Applicant. The engineer shall investigate and design a methane mitigation system in compliance with the LADBS Methane Mitigation Standards for the appropriate Site Design Level which will prevent or retard potential methane gas seepage into the building. The Applicant shall implement the engineer's design recommendations subject to DOGGR, LADBS and LAFD plan review and approval.

- **Regulatory Compliance Measure RC-HAZ-3: Explosion/Release (Soil Gases):** During subsurface excavation activities, including borings, trenching and grading, OSHA worker safety measures shall be implemented as required to preclude any exposure of workers to unsafe levels of soil-gases, including, but not limited to, methane.

- **Regulatory Compliance Measure RC-HAZ-4 Listed Sites (Removal of Underground Storage Tanks):** Underground Storage Tanks shall be decommissioned or removed as determined by the Los Angeles City Fire Department Underground Storage Tank Division. If any contamination is found, further remediation measures shall be developed with the assistance of the Los Angeles City Fire Department and other appropriate State agencies. Prior to issuance of a use of land or building permit, a letter certifying that remediation is complete from the appropriate agency (Department of Toxic Substance Control or the Regional Water Quality Control Board) shall be submitted to the decision maker.

- **Regulatory Compliance Measure RC-HAZ-5 (Hazardous Materials Site):** Prior to the issuance of any use of land, grading, or building permit, the applicant shall obtain a sign-off from the Fire Department indicating that all on-site hazardous materials, including contamination of the soil and groundwater, have been suitably remediated, or that the proposed project will not impede proposed or on-going remediation measures.

HYDROLOGY AND WATER QUALITY

- **Regulatory Compliance Measure RC-WQ-1: National Pollutant Discharge Elimination System General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control Board National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit) for

Phase 1 of the proposed Modified Project. The Applicant shall provide the Waste Discharge Identification Number to the City of Los Angeles to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan shall be prepared and implemented for the proposed Modified Project in compliance with the requirements of the Construction General Permit. The Storm Water Pollution Prevention Plan shall identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities.

- **Regulatory Compliance Measure RC-WQ-2: Dewatering.** If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.

- **Regulatory Compliance Measure RC-WQ-3: Low Impact Development Plan.** Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

- **Regulatory Compliance Measure RC-WQ-4: Development Best Management Practices.** The Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

- **Regulatory Compliance Measure RC-WQ-5 (Alteration of a State or Federal Watercourse):** The project shall comply with the applicable sections of the federal Clean Water Act (CWA) and California's Porter Cologne Water Quality Control Act (Porter Cologne). Prior to the issuance of any grading, use of land, or building permit which may affect an existing watercourse, the applicant shall consult with the following agencies and obtain all necessary permits and/or authorizations, to the satisfaction of the Department of Building and Safety. Compliance shall be determined through written communication from each jurisdictional agency, a copy of which shall be submitted to the Environmental Review case file for reference:
    - *United States Army Corps of Engineers*. The applicant shall obtain a Jurisdictional Determination (preliminary or approved), or a letter otherwise indicating that no permit is required. Contact: Aaron O. Allen, Chief - North Coast Branch, Regulatory Division, 805-585-2148.

- *State Water Resources Control Board*. The applicant shall consult with the 401 Certification and Wetlands Unit and obtain all necessary permits and/or authorizations, or a letter otherwise indicating that no permit is required. Contact: 401 Certification and Wetlands Unit, Los Angeles Region, 320 W 4th Street, #200, Los Angeles, CA 90013, (213) 576-6600.
- *California Department of Fish and Wildlife*. The applicant shall consult with the Lake and Streambed Alteration Agreement Program and obtain a Streambed Alteration Agreement, or a letter otherwise indicating that no permit is required. Contact: LSAA Program, 4949 Viewridge Avenue, San Diego, CA 92123, (858) 636-3160.

- **Regulatory Compliance Measure RC-WQ-6 (Flooding/Tidal Waves):** The project shall comply with the requirements of the Flood Hazard Management Specific Plan, Ordinance No. 172081 effective 7/3/98.

LAND USE AND PLANNING

- **Regulatory Compliance Measure RC-LU-1 (Slope Density):** The project shall not exceed the maximum density permitted in Hillside Areas, as calculated by the formula set forth in Los Angeles Municipal Code Section 17.05-C (for tracts) or 17.50-E (for parcel maps).

MINERAL RESOURCES

NOISE

- **Regulatory Compliance Measure RC-NO-1 (Demolition, Grading, and Construction Activities):** The project shall comply with the City of Los Angeles Noise Ordinance and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

POPULATION AND HOUSING

- **New Regulatory Compliance Measure RC-PH-1 (Tenant Displacement):**
  - **Apartment Converted to Condominium** - Prior to final map recordation, and pursuant to the provisions of Section 12.95.2-G and 47.06 of the Los Angeles Municipal Code (LAMC), a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
  - **Apartment Demolition** - Prior to the issuance of a demolition permit, and pursuant to the provisions of Section 47.07 of the Los Angeles Municipal Code, a tenant relocation plan shall be submitted to the Los Angeles Housing Department for review and approval.
  - **Mobile Home Park Closure or Conversion to Different Use** Prior to the issuance of any permit or recordation, and pursuant to the provisions of Section 47.08 and 47.09 of the Los Angeles Municipal Code, a tenant relocation plan and mobile home park closure impact report shall be submitted to the Los Angeles Housing Department for review and approval.

PUBLIC SERVICES

Schools

- **Regulatory Compliance Measure RC-PS-1 (Payment of School Development Fee)** Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

Parks

- **Regulatory Compliance Measure RC-PS-2 (Increased Demand For Parks Or Recreational Facilities):**
  - (*Subdivision*) Pursuant to Section 17.12-A or 17.58 of the Los Angeles Municipal Code, the applicant shall pay the applicable Quimby fees for the construction of dwelling units.
  - (*Apartments*) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

- **Regulatory Compliance Measure RC-PS-3 (Increase Demand For Parks Or Recreational Facilities – Zone Change)** Pursuant to Section 12.33 of the Los Angeles Municipal Code, the applicant shall pay the applicable fees for the construction of dwelling units.

RECREATION

See RC measures above under Parks.

TRANSPORTATION AND TRAFFIC

- **Regulatory Compliance Measure RC-TT-1 (Increased Vehicle Trips/Congestion - West Side Traffic Fee)** Prior to issuance of a Building Permit, the applicant shall pay a traffic impact fee to the City, based on the requirements of the West Los Angeles Traffic Improvement and Mitigation Specific Plan (WLA TIMP).

PUBLIC UTILITIES AND SERVICE SYSTEMS

Water Supply

- **Regulatory Compliance Measure RC-WS-1 (Fire Water Flow)** The Project Applicant shall consult with the LADBS and LAFD to determine fire flow requirements for the Proposed Project, and will contact a Water Service Representative at the LADWP to order a SAR. This system hydraulic analysis will determine if existing LADWP water supply facilities can provide the proposed fire flow requirements of the Project. If water main or

infrastructure upgrades are required, the Applicant would pay for such upgrades, which would be constructed by either the Applicant or LADWP.

- **Regulatory Compliance Measure RC-WS-2 (Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's water use.

- **Regulatory Compliance Measure RC-WS-3 (New Carwash):** The applicant shall incorporate a water recycling system to the satisfaction of the Department of Building and Safety.

- **Regulatory Compliance Measure RC-WS-4 (Landscape)** The Project shall comply with Ordinance No. 170,978 (Water Management Ordinance), which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and water less in the cooler months and during the rainy season).

Energy

- **Regulatory Compliance Measure RC-EN-1(Green Building Code):** The Project shall implement all applicable mandatory measures within the LA Green Building Code that would have the effect of reducing the Project's energy use.

Solid Waste

- **Regulatory Compliance Measure RC-SW-1 (Designated Recycling Area)** In compliance with Los Angeles Municipal Code, the proposed Modified Project shall provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, and metals.

- **Regulatory Compliance Measure RC-SW-2 (Construction Waste Recycling)** In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, which will total 70 percent by 2013, the Applicant shall salvage and recycle construction and demolition materials to ensure that a minimum of 70 percent of construction-related solid waste that can be recycled is diverted from the waste stream to be landfilled. Solid waste diversion would be accomplished though the on-site separation of materials and/or by contracting with a solid waste disposal facility that can guarantee a minimum diversion rate of 70 percent. In compliance with the Los Angeles Municipal Code, the General Contractor shall utilize solid waste haulers, contractors, and recyclers who have obtained an Assembly Bill (AB) 939 Compliance Permit from the City of Los Angeles Bureau of Sanitation.

- **Regulatory Compliance Measure RC-SW-3 (Commercial/Multifamily Mandatory Recycling)** In compliance with AB341, recycling bins shall be provided at appropriate

locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Proposed Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB341.

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS: November 1, 2019

connie.chauv@lacity.org
Connie Chauv, City Planner Associate
City of Los Angeles, Planning Department
200 North Spring Street
Los Angeles, CA 90012

Mitigated Negative Declaration (MND) for the Proposed Wilmington Apartments (ENV-2018-7330)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final MND.

South Coast AQMD Staff's Summary of Project Description

The Lead Agency proposes to build a 51,202-square-foot affordable housing project with 56 dwelling units on 56,060 square feet (Proposed Project). Construction is expected to take 10 months[1]. During construction, "the [Proposed Project] will involve the grading of approximately 2,750 cubic yards of soil[2]." The Proposed Project site is currently vacant. It contains seven oil wells that were plugged and abandoned in 1990s, and one of the oil wells will require re-abandonment in accordance with the California Department of Conservation, Division of Oil, Gas and Geothermal Resources ("DOGGR") requirements[3]. Based on a review of aerial photographs, South Coast AQMD staff found that the Proposed Project is located near railroad tracks.

South Coast AQMD Staff's Summary of the Air Quality and Hazards and Hazardous Materials Analyses

In the Air Quality Analysis Section, the Lead Agency quantified the Proposed Project's construction and operational emissions associated with building 56 dwelling units and compared those emissions to South Coast AQMD's recommended regional and localized air quality CEQA significance thresholds. Based on the analysis, the Lead Agency found that the Proposed Project's construction and operational air quality impacts would be less than significant. No air quality mitigation was included[4].

In the Hazards and Hazardous Materials Section, the Lead Agency included seven mitigation measures MM-1 through MM-7[5]. Specifically, the Lead Agency requires the Applicant to perform exploratory excavation to locate the abandoned wells; abandon any oil wells that are found during the exploratory excavation, which would require additional grading before well abandonment; submit an application for Construction Site Well Review and Notices of Intention for any of the seven potential abandoned oil wells to DOGGR; install a methane mitigation system, a standard de-watering system, and a sub-slap vapor collection and ventilation system; perform a subsurface methane investigation to install three to four gas probes set throughout the Proposed Project site; and place a protection and ventilation cone over the well cap (head) of each oil well that meets current abandonment standards.

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[1] MND. Appendix A, *Air Quality and Greenhouse Gas Impact Analysis*. PDF page 4.
[2] MND. Page 10.
[3] *Ibid*. Pages 10 and 22. See also Appendix C, *California Department of Conservation, Division of Oil, Gas and Geothermal Resources ("DOGGR") Construction Site Well Review and Records, September 18, 2019*, and Appendix D, *Memorandum on Proposed and Anticipated Oil Well and Methane Mitigation Measures, August 21, 2019.*
[4] *Ibid*. Pages 29 to 33. See also Appendix A.
[5] *Ibid*. Pages 50 and 51.

The Community Emissions Reduction Plan for Wilmington, Carson, West Long Beach Community

The Proposed Project is located within the Wilmington Community that is heavily impacted by air pollution. The Wilmington, Carson, West Long Beach community was identified as an Assembly Bill (AB) 617 community, which requires the South Coast AQMD to work with community and other stakeholders to identify and address community concerns in disadvantaged communities suffering from disproportionate air pollution impacts generated from sources, such as marine ports, heavy-duty diesel trucks, oil drilling and production facilities. Through the AB 617 program, the Wilmington community and South Coast AQMD staff have developed a Community Emissions Reduction Plan (CERP)[6] that identifies air quality priorities and actions to reduce air pollution in the community.

South Coast AQMD Staff's Comments on the Construction Air Quality Analysis

While the Air Quality Section in the MND quantified the Proposed Project's emissions from constructing 56 dwelling units and associated grading activities, it did not quantify emissions from on-site well abandonment or re-abandonment activities or implementation of Hazards and Hazardous Materials MM-1 through MM-7, which could take place concurrently with construction activities for the residential development. Additionally, well abandonment or re-abandonment activities will likely involve additional on-site grading, equipment, and mobile sources. For example, "some grading may need to be performed before well abandonment to allow access to the wells […][7]. Drilling activities will require the use of drilling equipment[8]. Other heavy-duty equipment may also be required for grading, earth-loading/unloading, and installation of various collection systems. On-road mobile sources such as medium- and/or heavy-duty, diesel fueled trucks to transport the equipment, worker vehicle trips, and material transport trips may also occur. Since the activities identified in Hazards and Hazardous Materials MM-1 through MM-7 are reasonably foreseeable, their emissions should be included in the Air Quality Analysis of the Final MND. The Lead Agency should use its good faith, best efforts to provide information on the scope, types, and duration of the well abandonment or re-abandonment activities, including information on additional truck trips, workers vehicle trips, and equipment that will be required. Therefore, South Coast AQMD staff recommends that the Lead Agency revise the Air Quality Analysis to provide such information, quantify emissions, and include those emissions in the Proposed Project's construction emissions profile to be compared to South Coast AQMD's air quality CEQA significance thresholds for construction to determine the level of significance in the Final MND. Alternatively, the Lead Agency should include a new air quality mitigation measure in the Air Quality Section of the Final MND to commit to evaluating the subsequent well abandonment or re-abandonment activities through a CEQA process prior to commencing the Proposed Project's construction activities.

If there is any information in the subsequent CEQA process suggesting that the well abandonment or re-abandonment activities, or any other activities identified during the Construction Site Well Review and consultation with DOGGR, would result in new significant adverse air quality impacts not analyzed in the Final MND for the Proposed Project, or substantially more severe air quality impacts than those analyzed in the Final MND for the Proposed Project, the Lead Agency should commit to reevaluating the Proposed Project's air quality impacts through a CEQA process (CEQA Guidelines Section 15162).

South Coast AQMD Rules and Permits

It is important to note that disturbing and excavated soils that may contain hydrocarbons or toxic air contaminants are subject to the requirements of South Coast AQMD Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil[9], and Rule 1466 – Control of Particulate Emissions

[6] The Wilmington, Carson, West Long Beach Community Emissions Reduction Plan. Accessed at: http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2019/2019-sep6-025c.pdf.

[7] *Ibid*.

[8] *Ibid*.

[9] South Coast AQMD. Rule 1166 – Volatile Organic Compound Emissions from Decontamination of Soil. Accessed at: http://www.aqmd.gov/docs/default-source/rule book/reg-xi/rule-1166.pdf.

from Soils with Toxic Air Contaminants[10]. The Lead Agency should include discussions on South Coast AQMD Rules 1166 and 1466 in the Air Quality Section of the Final MND. Additionally, the Final MND should discuss how the well abandonment or re-abandonment activities will comply with South Coast AQMD Rule 402 – Nuisance[11], in the event that the volatile organic compounds (VOCs) and/or odors are emitted.

It is also important to note that if the well abandonment or re-abandonment activities involve equipment or operations which either emits or controls air pollution, South Coast AQMD staff should be consulted in advance to determine whether or not any permits or plans are required to be filed and approved by South Coast AQMD prior to start of any of the activities, Generally, operation of portable engines and portable equipment units of 50 brake horsepower or greater that emit particulate matter require a permit from South Coast AQMD or registration under the Portable Equipment Registration Program (PERP) through the California Air Resources Board (CARB)[12].The Lead Agency should consult with South Coast AQMD's Engineering and Permitting staff to determine if there is any diesel-powered equipment during implementation that will require a South Coast AQMD permit or if the equipment will need to be registered under the PERP through CARB. If a permit from South Coast AQMD is required, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the Final MND. Any assumptions used in the Air Quality Analysis in the Final MND will be used as the basis for permit conditions and limits for the Proposed Project. Should there be any questions on permits, please contact South Coast AQMD's Engineering and Permitting staff at (909) 396-3385. For more general information on permits, please visit South Coast AQMD's webpage at: http://www.aqmd.gov/home/permits. For more information on the PERP Program, please contact CARB at (916) 324-5869 or visit CARB's webpage at: https://ww2.arb.ca.gov/our-work/programs/portable-equipment-registration-program-perp.

Conclusion

Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process. Please provide South Coast AQMD with written responses to all comments contained herein prior to the adoption of the Final MND. When responding to issues raised in the comments, responses should provide sufficient details giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision makers and the public who are interested in the Proposed Project. Further, if the Lead Agency makes a finding that the recommended mitigation measure is not feasible, the Lead Agency should describe the specific reasons for rejecting or substituting it in the Final MND (CEQA Guidelines Section 15074.1).

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact me at lsun@aqmd.gov, should you have any questions.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC191023-05
Control Number

[10] South Coast AQMD. Rule 1466 – control of Particulate Emissions from Soils with Toxic Air Contaminants. Accessed at: https://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1466.pdf.
[11] South Coast AQMD. Rule 402 – Nuisance. Accessed at: http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf.
[12] South Coast AQMD. *Portable Equipment Registration Program (PERP)*. Accessed at: http://www.aqmd.gov/home/permits/equipment-registration/perp.

Connect Create Collaborate

Connie Chauv <connie.chauv@lacity.org>

South Coast AQMD Staff Comments on the Mitigated Negative Declaration for the Wilmington Apartments Project (ENV-2018-7330)

Lijin Sun <LSun@aqmd.gov> Fri, Nov 1, 2019 at 7:54 AM
To: "connie.chauv@lacity.org" <connie.chauv@lacity.org>

Dear Ms. Chauv,

Attached are South Coast AQMD staff comments on the Mitigated Negative Declaration for the Wilmington Apartments Project (ENV-2018-7330) (South Coast AQMD Control Number: LAC191023-05). The original, electronically signed letter will be forwarded to your attention by regular USPS mail. South Coast AQMD staff comments are meant as guidance for the Lead Agency and should be reviewed for incorporation into the Final MND. Please contact me if you have any questions regarding these comments.

Thank you,

Lijin Sun, J.D.

Program Supervisor, CEQA IGR

South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765

Direct: (909) 396-3308

Fax: (909) 396-3324

Please note that the South Coast AQMD is closed on Mondays.

LAC191023-05 MND 1424 N. Deepwater Avenue_20191101.pdf
278K

Giroux & Associates
Environmental Consultants

Date: November 18, 2019

To: LINC Housing

Attn: Cody Snyder

From: Sara Friedman-Gerrick, Giroux & Associates

Subject: Addendum to Deepwater Air Quality Analysis to include well abandonment impacts

Per your request, Giroux & Associates has evaluated air quality impacts associated with decommissioning the on-site wells at 1424 Deepwater Avenue. This assessment was added to the original report which also covers construction and operational emissions for the proposed 56-unit residential use.

For convenience, the well abandonment analysis is also provided in the attachment. There were two primary activities; exploratory excavation and well abandonment. CalEEMod was used to calculate air quality impacts derived from the use of heavy equipment on-site. Per the project geologist, there will be no import or export of earthworks. As shown on the attachment, abandonment activities would not exceed any SCAQMD thresholds either on a regional level or at a localized level for the nearest sensitive uses.

Please call with any questions,

Sara Friedman Gerrick
Senior Engineer

cc: Hans D. Giroux

WELL ABANDONMENT ACTIVITY IMPACTS

Prior to construction, heavy equipment will be required to complete well abandonment activities. The detailed construction fleet and durations are shown below and were provided by the project geologist. There will be no off-site soil haul involved and minimal equipment is required.

Well Abandonment Activity
Equipment Fleet and Duration

Phase Name and Duration	Equipment
Exploratory Excavation (3 days)	1 Excavator
	1 Water Truck
	1 Dump Truck
Well Abandonment (2 weeks)	1 Drill Rig (750 hp)
	1 Mud Pump (modeled as pump)

Utilizing the indicated equipment fleet and durations the following worst-case daily construction emissions are calculated by CalEEMod:

Well Abandonment Activity Emissions
Maximum Daily Emissions (pounds/day)

Maximal Construction Emissions	ROG	NOx	CO	SO_2	PM-10	PM-2.5
2020						
Exploratory Excavation	0.6	5.6	5.5	0.0	0.7	0.3
Well Abandonment	1.2	11.7	10.6	0.0	1.3	0.9
SCAQMD Thresholds	75	100	550	150	150	55

The two activities will not overlap. Peak daily construction activity emissions are estimated be below SCAQMD CEQA thresholds without the need for added mitigation.

Well Abandonment Localized Significance Thresholds (LSTs)

The SCAQMD has issued guidance on applying CalEEMod to LSTs. LST pollutant screening level concentration data is currently published for 1, 2 and 5 acre sites for varying distances. For this project, the most stringent thresholds for a 1-acre site and a 25-meter receptor distance were applied to account for adjacent sensitive uses. The following thresholds and emissions are therefore determined (pounds per day):

LST and Project Emissions (pounds/day)

LST 1 acre/25 meters South San Gabriel Valley	CO	NOx	PM-10	PM-2.5
LST Threshold	673	83	5	4
2020				
Exploratory Excavation	5.5	5.6	0.7	0.3
Well Abandonment	10.6	11.7	1.3	0.9

CalEEMod Output in Appendix

LSTs were compared to the maximum daily construction activities. LST impacts are less-than-significant without the need for added mitigation.

AIR QUALITY and GHG IMPACT ANALYSES

1424 DEEPWATER AVENUE RESIDENTIAL PROJECT

CITY OF LOS ANGELES, CALIFORNIA

Prepared by:

Hans Giroux
Senior Analyst
Giroux & Associates
1800 E Garry St., #205
Santa Ana, CA 92705

Prepared for:

LINC Housing
Attn: Cody Snyder
3590 Elm Avenue
Long Beach, CA 90807-3903

Date:

November 14, 2019

Project No.: P19-025 AQ Update

AIR QUALITY IMPACT

STANDARDS OF SIGNIFICANCE

The SCAQMD has designated significant emissions levels as surrogates for evaluating regional air quality impact significance independent of chemical transformation processes. Projects with daily emissions that exceed any of the following emission thresholds are recommended by the SCAQMD to be considered significant under CEQA guidelines.

Daily Emissions Thresholds

Pollutant	Construction	Operations
ROG	75	55
NOx	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SOx	150	150
Lead	3	3

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

PROJECT CONSTRUCTION ACTIVITY IMPACTS

CalEEMod was developed by the SCAQMD to provide a model by which to calculate both construction emissions and operational emissions from a variety of land use projects. It calculates both the daily maximum and annual average emissions for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions.

The proposed project entails construction of a 56-unit 3-story residential building. Estimated construction emissions were modeled using CalEEMod2016.3.2 to identify maximum daily emissions for each pollutant using default durations and equipment fleets found in CalEEMod for the proposed residential use as shown below:

Construction Activity
Equipment Fleet and Duration

Phase Name and Duration	Equipment
Grading (4 days)	1 Grader
	1 Dozer
	1 Loader/Backhoe
Construction (200 days)	1 Crane
	1 Forklift
	1 Generator Set
	3 Welders
	1 Loader/Backhoe
Paving (10 days)	1 Paver
	1 Cement Mixer
	1 Loader/Backhoe
	1 Paving Equipment
	1 Roller
Painting (10 days)	1 Air Compressor

Utilizing the indicated equipment fleet and durations the following worst case daily construction emissions are calculated by CalEEMod:

Construction Activity Emissions
Maximum Daily Emissions (pounds/day)

Maximal Construction Emissions	ROG	NOx	CO	SO_2	PM-10	PM-2.5
2020						
Unmitigated	35.3	15.6	15.1	0.0	5.7	3.2
SCAQMD Rule 403 Compliant	35.3	15.6	15.1	0.0	2.7	1.6
SCAQMD Thresholds	75	100	550	150	150	55

Peak daily construction activity emissions are estimated be below SCAQMD CEQA thresholds without the need for added mitigation. SCAQMD Rule 403 requires control of fugitive dust during periods of soil disturbance. CalEEMod considers adequate daily watering to meet Rule 403 requirements. The only model-based measure that was applied for this project was watering export surfaces three times per day to minimize the generation of fugitive dust generation during grading.

LOCALIZED SIGNIFICANCE THRESHOLDS

The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs).

For the proposed project, the primary source of possible LST impact would be during construction. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital or convalescent facility.

LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NOx), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

LST screening tables are available for 25, 50, 100, 200 and 500 meter source-receptor distances. For this project, there are several adjacent residential uses such that the most conservative 25-meter distance was modeled.

The SCAQMD has issued guidance on applying CalEEMod to LSTs. LST pollutant screening level concentration data is currently published for 1, 2 and 5 acre sites for varying distances. For this project, the most stringent thresholds for a 1-acre site were applied.

The following thresholds and emissions are therefore determined (pounds per day):

LST and Project Emissions (pounds/day)
Climate Zone 11

LST 1 acre/25 meters South San Gabriel Valley	**CO**	**NOx**	**PM-10**	**PM-2.5**
LST Threshold	673	83	5	4
Max On-Site Emissions				
Unmitigated	15	22	6	3
Rule 403 Compliant	15	22	3	2

CalEEMod Output in Appendix

LSTs were compared to the maximum daily construction activities. With active dust suppression to meet Rule 403, controlled emissions meet the LST for construction thresholds. LST impacts are less-than-significant. With compliance with SCAMD Rule 403 (Fugitive Dust), there will be no significant construction activity air quality impacts.

WELL ABANDONMENT ACTIVITY IMPACTS

Prior to construction, heavy equipment will be required to complete well abandonment activities. The detailed construction fleet and durations are shown below and were provided by the project geologist. There will be no off-site soil haul involved and minimal equipment is required.

Well Abandonment Activity
Equipment Fleet and Duration

Phase Name and Duration	Equipment
Exploratory Excavation (3 days)	1 Excavator
	1 Water Truck
	1 Dump Truck
Well Abandonment (2 weeks)	1 Drill Rig (750 hp)
	1 Mud Pump (modeled as pump)

Utilizing the indicated equipment fleet and durations the following worst-case daily construction emissions are calculated by CalEEMod:

Well Abandonment Activity Emissions
Maximum Daily Emissions (pounds/day)

Maximal Construction Emissions	ROG	NOx	CO	SO_2	PM-10	PM-2.5
2020						
Exploratory Excavation	0.6	5.6	5.5	0.0	0.7	0.3
Well Abandonment	1.2	11.7	10.6	0.0	1.3	0.9
SCAQMD Thresholds	75	100	550	150	150	55

The two activities will not overlap. Peak daily construction activity emissions are estimated be below SCAQMD CEQA thresholds without the need for added mitigation.

WELL ABANDONMENT LOCALIZED SIGNIFICANCE THRESHOLDS

The most stringent thresholds for a 1-acre site and 25-meter receptor were applied to account for adjacent sensitive uses. The following thresholds and emissions are therefore determined (pounds per day):

LST and Project Emissions (pounds/day)

LST 1 acre/25 meters South San Gabriel Valley	CO	NOx	PM-10	PM-2.5
LST Threshold	673	83	5	4
2020				
Exploratory Excavation	5.5	5.6	0.7	0.3
Well Abandonment	10.6	11.7	1.3	0.9

CalEEMod Output in Appendix

LSTs were compared to the maximum daily construction activities. LST impacts are less-than-significant.

OPERATIONAL IMPACTS

Operational emissions were calculated using CalEEMod2016.3.2 for an assumed project build-out year of 2020 as a target for full occupancy. The project would generate 372 weekday trips using default trip rates in CalEEMod for the proposed use. In addition to mobile sources from vehicles, general development causes smaller amounts of "area source" air pollution to be generated from on-site energy consumption (primarily space heating, hot water and landscaping). These sources represent a minimal percentage of the total project NOx and CO burdens, and a few percent of other pollutants. The inclusion of such emissions adds negligibly to the total significant project-related emissions burden as shown below.

Daily Operational Impacts

	Operational Emissions (lbs/day)					
Source	**ROG**	**NOx**	**CO**	**SO_2**	**PM-10**	**PM-2.5**
Area	16.0	1.2	33.0	0.1	4.3	4.3
Energy	0.0	0.1	0.1	0.0	0.1	0.0
Mobile	0.8	3.7	10.8	0.0	2.7	0.8
Total	**16.8**	**5.0**	**43.9**	**0.1**	**7.1**	**5.1**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod2016.3.2 Output in Appendix

The project would not cause any operational emissions to exceed their respective SCAQMD CEQA significance thresholds. Operational emission impacts are judged to be less than significant. No impact mitigation for operational activity emissions is considered necessary to support this finding

GHG EMISSIONS THRESHOLDS

On December 5, 2008 the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 Metric Tons (MT) CO_2 equivalent/year CO_2e. In September 2010, the SCAQMD CEQA Significance Thresholds GHG Working Group released revisions which recommended a threshold of 3,000 MT CO_2e for all land use projects. This 3,000 MT/year recommendation has been used as a guideline for this analysis. In the absence of an adopted numerical threshold of significance, project related GHG emissions in excess of the guideline level are presumed to trigger a requirement for enhanced GHG reduction at the project level.

PROJECT GHG EMISSIONS GENERATION

Construction Activity GHG Emissions

The project is assumed to require less than one year for construction. During project construction, the CalEEMod2016.3.2 computer model predicts that the construction activities will generate the annual CO_2e emissions identified below.

Construction Emissions (Metric Tons CO_2e)

	CO_2e
Year 2020	249.1
Amortized	**8.3**

CalEEMod Output provided in appendix

SCAQMD GHG emissions policy from construction activities is to amortize emissions over a 30-year lifetime. The amortized level is also provided.

Well abandonment activities will occur in a single year and these emissions were not amortized.

Well Abandonment Emissions (Metric Tons CO_2e)

	CO_2e
Exploratory Excavation	1.7
Well Abandonment	17.7
Annual Total	**19.4**

CalEEMod Output provided in appendix

Project Operational GHG Emissions

The input assumptions for operational GHG emissions calculations and the GHG conversion from consumption to annual regional CO_2e emissions are summarized in the CalEEMod2016.3.2 output files found in the appendix of this report.

The total operational and annualized construction emissions for the proposed project are identified as follows:

Proposed Uses Operational Emissions

Consumption Source	
Area Sources	18.9
Energy Utilization	159.7
Mobile Source	555.4
Waste	12.9
Water	45.7
Construction	8.3
Well Abandonment	19.4
Total	**820.3**
Guideline Threshold	3,000
Exceeds Threshold?	No

Total project GHG emissions would be substantially below the proposed significance threshold of 3,000 MT suggested by the SCAQMD. Hence, the project would not result in generation of a significant level of greenhouse gases.

CALEEMOD2016.3.2 COMPUTER MODEL OUTPUT

- **DAILY EMISISONS**
- **ANNUAL EMISSIONS**

Deepwater Exploratory Excavation

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	1.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - user defined use

Construction Phase - 3 days-modeled as grading

Off-road Equipment - 1 excavator, 2 off-hwy trucks (one dump truck one water truck)

Trips and VMT - 10 worker trips

Construction Off-road Equipment Mitigation -

Deepwater Exploratory Excavation - Los Angeles-South Coast County, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	2.00	3.00
tblGrading	AcresOfGrading	0.00	1.13
tblLandUse	LotAcreage	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.6134	5.6002	5.5231	0.0127	0.4889	0.2328	0.7217	0.0668	0.2142	0.2810	0.0000	1,233.5185	1,233.5185	0.3715	0.0000	1,242.8055
Maximum	**0.6134**	**5.6002**	**5.5231**	**0.0127**	**0.4889**	**0.2328**	**0.7217**	**0.0668**	**0.2142**	**0.2810**	**0.0000**	**1,233.5185**	**1,233.5185**	**0.3715**	**0.0000**	**1,242.8055**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.6134	5.6002	5.5231	0.0127	0.2692	0.2328	0.5020	0.0431	0.2142	0.2573	0.0000	1,233.5185	1,233.5185	0.3715	0.0000	1,242.8055
Maximum	**0.6134**	**5.6002**	**5.5231**	**0.0127**	**0.2692**	**0.2328**	**0.5020**	**0.0431**	**0.2142**	**0.2573**	**0.0000**	**1,233.5185**	**1,233.5185**	**0.3715**	**0.0000**	**1,242.8055**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**44.94**	**0.00**	**30.44**	**35.49**	**0.00**	**8.44**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**	**0.0000**	**2.3000e-004**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**	**0.0000**	**2.3000e-004**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/17/2020	1/21/2020	5	3	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.13

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Off-Highway Trucks	2	2.00	402	0.38
Grading	Graders	0	6.00	187	0.41
Grading	Rubber Tired Dozers	0	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	7.00	97	0.37

Trips and VMT

Deepwater Exploratory Excavation - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3995	0.0000	0.3995	0.0431	0.0000	0.0431			0.0000			0.0000
Off-Road	0.5765	5.5740	5.1729	0.0118		0.2321	0.2321		0.2135	0.2135		1,139.4294	1,139.4294	0.3685		1,148.6423
Total	**0.5765**	**5.5740**	**5.1729**	**0.0118**	**0.3995**	**0.2321**	**0.6315**	**0.0431**	**0.2135**	**0.2566**		**1,139.4294**	**1,139.4294**	**0.3685**		**1,148.6423**

3.2 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0368	0.0262	0.3503	9.4000e-004	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		94.0890	94.0890	2.9700e-003		94.1632
Total	**0.0368**	**0.0262**	**0.3503**	**9.4000e-004**	**0.0894**	**7.5000e-004**	**0.0902**	**0.0237**	**6.9000e-004**	**0.0244**		**94.0890**	**94.0890**	**2.9700e-003**		**94.1632**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1798	0.0000	0.1798	0.0194	0.0000	0.0194			0.0000			0.0000
Off-Road	0.5765	5.5740	5.1729	0.0118		0.2321	0.2321		0.2135	0.2135	0.0000	1,139.4294	1,139.4294	0.3685		1,148.6423
Total	**0.5765**	**5.5740**	**5.1729**	**0.0118**	**0.1798**	**0.2321**	**0.4118**	**0.0194**	**0.2135**	**0.2329**	**0.0000**	**1,139.4294**	**1,139.4294**	**0.3685**		**1,148.6423**

3.2 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0368	0.0262	0.3503	9.4000e-004	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		94.0890	94.0890	2.9700e-003		94.1632
Total	**0.0368**	**0.0262**	**0.3503**	**9.4000e-004**	**0.0894**	**7.5000e-004**	**0.0902**	**0.0237**	**6.9000e-004**	**0.0244**		**94.0890**	**94.0890**	**2.9700e-003**		**94.1632**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Unmitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Deepwater Drill Abandonment

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.25	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Oil Well 7 Abandonment

Construction Phase - 2 weeks

Off-road Equipment - increased drill rig hp from 250 to 750 per instruction, 1 mud pump

Trips and VMT - 10 worker trips

Deepwater Drill Abandonment - Los Angeles-South Coast County, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	2.00	10.00
tblConstructionPhase	PhaseEndDate	2/19/2020	3/2/2020
tblLandUse	LotAcreage	0.00	0.25
tblOffRoadEquipment	HorsePower	221.00	750.00
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblTripsAndVMT	WorkerTripNumber	15.00	10.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	1.1877	11.7024	10.6432	0.0401	0.8645	0.4789	1.3434	0.4434	0.4572	0.9006	0.0000	3,873.4227	3,873.4227	1.0542	0.0000	3,899.7773
Maximum	**1.1877**	**11.7024**	**10.6432**	**0.0401**	**0.8645**	**0.4789**	**1.3434**	**0.4434**	**0.4572**	**0.9006**	**0.0000**	**3,873.4227**	**3,873.4227**	**1.0542**	**0.0000**	**3,899.7773**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	1.1877	11.7024	10.6432	0.0401	0.8645	0.4789	1.3434	0.4434	0.4572	0.9006	0.0000	3,873.4227	3,873.4227	1.0542	0.0000	3,899.7773
Maximum	**1.1877**	**11.7024**	**10.6432**	**0.0401**	**0.8645**	**0.4789**	**1.3434**	**0.4434**	**0.4572**	**0.9006**	**0.0000**	**3,873.4227**	**3,873.4227**	**1.0542**	**0.0000**	**3,899.7773**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**	**0.0000**	**2.3000e-004**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**	**0.0000**	**2.3000e-004**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	2/18/2020	3/2/2020	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Bore/Drill Rigs	1	8.00	750	0.50
Grading	Pumps	1	8.00	84	0.74

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	6	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.1417	11.6697	10.2053	0.0390		0.4780	0.4780		0.4563	0.4563		3,755.8114	3,755.8114	1.0505		3,782.0733
Total	**1.1417**	**11.6697**	**10.2053**	**0.0390**	**0.7528**	**0.4780**	**1.2307**	**0.4138**	**0.4563**	**0.8701**		**3,755.8114**	**3,755.8114**	**1.0505**		**3,782.0733**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0460	0.0327	0.4378	1.1800e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		117.6113	117.6113	3.7100e-003		117.7040
Total	**0.0460**	**0.0327**	**0.4378**	**1.1800e-003**	**0.1118**	**9.3000e-004**	**0.1127**	**0.0296**	**8.6000e-004**	**0.0305**		**117.6113**	**117.6113**	**3.7100e-003**		**117.7040**

3.2 Grading - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.1417	11.6697	10.2053	0.0390		0.4780	0.4780		0.4563	0.4563	0.0000	3,755.8114	3,755.8114	1.0505		3,782.0733
Total	**1.1417**	**11.6697**	**10.2053**	**0.0390**	**0.7528**	**0.4780**	**1.2307**	**0.4138**	**0.4563**	**0.8701**	**0.0000**	**3,755.8114**	**3,755.8114**	**1.0505**		**3,782.0733**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0460	0.0327	0.4378	1.1800e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		117.6113	117.6113	3.7100e-003		117.7040
Total	**0.0460**	**0.0327**	**0.4378**	**1.1800e-003**	**0.1118**	**9.3000e-004**	**0.1127**	**0.0296**	**8.6000e-004**	**0.0305**		**117.6113**	**117.6113**	**3.7100e-003**		**117.7040**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Unmitigated	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Total	**1.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**2.2000e-004**	**2.2000e-004**	**0.0000**		**2.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Deepwater Exploratory Excavation

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	1.00	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - user defined use

Construction Phase - 3 days-modeled as grading

Off-road Equipment - 1 excavator, 2 off-hwy trucks (one dump truck one water truck)

Trips and VMT - 10 worker trips

Construction Off-road Equipment Mitigation -

Deepwater Exploratory Excavation - Los Angeles-South Coast County, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	2.00	3.00
tblGrading	AcresOfGrading	0.00	1.13
tblLandUse	LotAcreage	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	9.2000e-004	8.4100e-003	8.2500e-003	2.0000e-005	7.3000e-004	3.5000e-004	1.0800e-003	1.0000e-004	3.2000e-004	4.2000e-004	0.0000	1.6731	1.6731	5.1000e-004	0.0000	1.6857
Maximum	**9.2000e-004**	**8.4100e-003**	**8.2500e-003**	**2.0000e-005**	**7.3000e-004**	**3.5000e-004**	**1.0800e-003**	**1.0000e-004**	**3.2000e-004**	**4.2000e-004**	**0.0000**	**1.6731**	**1.6731**	**5.1000e-004**	**0.0000**	**1.6857**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	9.2000e-004	8.4100e-003	8.2500e-003	2.0000e-005	4.0000e-004	3.5000e-004	7.5000e-004	6.0000e-005	3.2000e-004	3.9000e-004	0.0000	1.6731	1.6731	5.1000e-004	0.0000	1.6857
Maximum	**9.2000e-004**	**8.4100e-003**	**8.2500e-003**	**2.0000e-005**	**4.0000e-004**	**3.5000e-004**	**7.5000e-004**	**6.0000e-005**	**3.2000e-004**	**3.9000e-004**	**0.0000**	**1.6731**	**1.6731**	**5.1000e-004**	**0.0000**	**1.6857**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**45.21**	**0.00**	**30.56**	**40.00**	**0.00**	**7.14**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2020	3-31-2020	0.0111	0.0111
		Highest	0.0111	0.0111

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	1/17/2020	1/21/2020	5	3	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 1.13

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Excavators	1	8.00	158	0.38
Grading	Off-Highway Trucks	2	2.00	402	0.38
Grading	Graders	0	6.00	187	0.41
Grading	Rubber Tired Dozers	0	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	0	7.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.0000e-004	0.0000	6.0000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.6000e-004	8.3600e-003	7.7600e-003	2.0000e-005		3.5000e-004	3.5000e-004		3.2000e-004	3.2000e-004	0.0000	1.5505	1.5505	5.0000e-004	0.0000	1.5631
Total	**8.6000e-004**	**8.3600e-003**	**7.7600e-003**	**2.0000e-005**	**6.0000e-004**	**3.5000e-004**	**9.5000e-004**	**6.0000e-005**	**3.2000e-004**	**3.8000e-004**	**0.0000**	**1.5505**	**1.5505**	**5.0000e-004**	**0.0000**	**1.5631**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	4.9000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1226	0.1226	0.0000	0.0000	0.1227
Total	**6.0000e-005**	**4.0000e-005**	**4.9000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1226**	**0.1226**	**0.0000**	**0.0000**	**0.1227**

3.2 Grading - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.6000e-004	8.3600e-003	7.7600e-003	2.0000e-005		3.5000e-004	3.5000e-004		3.2000e-004	3.2000e-004	0.0000	1.5505	1.5505	5.0000e-004	0.0000	1.5630
Total	**8.6000e-004**	**8.3600e-003**	**7.7600e-003**	**2.0000e-005**	**2.7000e-004**	**3.5000e-004**	**6.2000e-004**	**3.0000e-005**	**3.2000e-004**	**3.5000e-004**	**0.0000**	**1.5505**	**1.5505**	**5.0000e-004**	**0.0000**	**1.5630**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	4.0000e-005	4.9000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	3.0000e-005	0.0000	4.0000e-005	0.0000	0.1226	0.1226	0.0000	0.0000	0.1227
Total	**6.0000e-005**	**4.0000e-005**	**4.9000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**3.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1226**	**0.1226**	**0.0000**	**0.0000**	**0.1227**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Unmitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Deepwater Drill Abandonment

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Industrial	1.00	User Defined Unit	0.25	0.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Oil Well 7 Abandonment

Construction Phase - 2 weeks

Off-road Equipment - increased drill rig hp from 250 to 750 per instruction, 1 mud pump

Trips and VMT - 10 worker trips

Deepwater Drill Abandonment - Los Angeles-South Coast County, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	2.00	10.00
tblConstructionPhase	PhaseEndDate	2/19/2020	3/2/2020
tblLandUse	LotAcreage	0.00	0.25
tblOffRoadEquipment	HorsePower	221.00	750.00
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Pumps
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblTripsAndVMT	WorkerTripNumber	15.00	10.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	5.9400e-003	0.0585	0.0531	2.0000e-004	4.3100e-003	2.3900e-003	6.7100e-003	2.2100e-003	2.2900e-003	4.5000e-003	0.0000	17.5468	17.5468	4.7800e-003	0.0000	17.6663
Maximum	**5.9400e-003**	**0.0585**	**0.0531**	**2.0000e-004**	**4.3100e-003**	**2.3900e-003**	**6.7100e-003**	**2.2100e-003**	**2.2900e-003**	**4.5000e-003**	**0.0000**	**17.5468**	**17.5468**	**4.7800e-003**	**0.0000**	**17.6663**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	5.9400e-003	0.0585	0.0531	2.0000e-004	4.3100e-003	2.3900e-003	6.7100e-003	2.2100e-003	2.2900e-003	4.5000e-003	0.0000	17.5467	17.5467	4.7800e-003	0.0000	17.6663
Maximum	**5.9400e-003**	**0.0585**	**0.0531**	**2.0000e-004**	**4.3100e-003**	**2.3900e-003**	**6.7100e-003**	**2.2100e-003**	**2.2900e-003**	**4.5000e-003**	**0.0000**	**17.5467**	**17.5467**	**4.7800e-003**	**0.0000**	**17.6663**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	2-3-2020	5-2-2020	0.0645	0.0645
		Highest	0.0645	0.0645

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grading	Grading	2/18/2020	3/2/2020	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Bore/Drill Rigs	1	8.00	750	0.50
Grading	Pumps	1	8.00	84	0.74

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grading	6	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.7600e-003	0.0000	3.7600e-003	2.0700e-003	0.0000	2.0700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7100e-003	0.0584	0.0510	1.9000e-004		2.3900e-003	2.3900e-003		2.2800e-003	2.2800e-003	0.0000	17.0361	17.0361	4.7600e-003	0.0000	17.1552
Total	**5.7100e-003**	**0.0584**	**0.0510**	**1.9000e-004**	**3.7600e-003**	**2.3900e-003**	**6.1500e-003**	**2.0700e-003**	**2.2800e-003**	**4.3500e-003**	**0.0000**	**17.0361**	**17.0361**	**4.7600e-003**	**0.0000**	**17.1552**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.9000e-004	2.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5107	0.5107	2.0000e-005	0.0000	0.5111
Total	**2.3000e-004**	**1.9000e-004**	**2.0600e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.5107**	**0.5107**	**2.0000e-005**	**0.0000**	**0.5111**

3.2 Grading - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.7600e-003	0.0000	3.7600e-003	2.0700e-003	0.0000	2.0700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7100e-003	0.0584	0.0510	1.9000e-004		2.3900e-003	2.3900e-003		2.2800e-003	2.2800e-003	0.0000	17.0361	17.0361	4.7600e-003	0.0000	17.1552
Total	**5.7100e-003**	**0.0584**	**0.0510**	**1.9000e-004**	**3.7600e-003**	**2.3900e-003**	**6.1500e-003**	**2.0700e-003**	**2.2800e-003**	**4.3500e-003**	**0.0000**	**17.0361**	**17.0361**	**4.7600e-003**	**0.0000**	**17.1552**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.9000e-004	2.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5107	0.5107	2.0000e-005	0.0000	0.5111
Total	**2.3000e-004**	**1.9000e-004**	**2.0600e-003**	**1.0000e-005**	**5.5000e-004**	**0.0000**	**5.5000e-004**	**1.5000e-004**	**0.0000**	**1.5000e-004**	**0.0000**	**0.5107**	**0.5107**	**2.0000e-005**	**0.0000**	**0.5111**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
User Defined Industrial	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Industrial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Industrial	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Unmitigated	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Total	**0.0000**	**0.0000**	**1.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**2.0000e-005**	**2.0000e-005**	**0.0000**	**0.0000**	**3.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
User Defined Industrial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
User Defined Industrial	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

DEPARTMENT OF TRANSPORTATION
DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-0475
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

RECEIVED
CITY OF LOS ANGELES
NOV 06 2019
CITY PLANNING
PROJECT PLANNING

Making Conservation a California Way of Life.

October 23, 2019

Ms. Connie Chauv
Los Angeles City Planning Department
200 N. Spring Street, Room 750
Los Angeles, CA 90012

RE: Wilmington Apartments Project – Mitigated Negative Declaration (MND)
SCH # 2019109010
GTS # 07-LA-2019-02853
Vic. LA-1/PM: 10.256

Dear Ms. Connie Chauv:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced MND. The proposed project is the construction, use, and maintenance of a 3-story, 36-foot tall, 51,202 square-foot affordable housing project comprised of 56 dwelling units (100% restricted to Very Low-Income households exclusive of one manager's unit). The project will provide 19 parking spaces at grade level, and 48 long-term and 5 short-term bicycle parking spaces. The project will have a Floor Area Ratio ("FAR") of 0.92:1 and will involve the grading of approximately 2,750 cubic yards of soil. The site is currently vacant. The City of Los Angeles is considered the Lead Agency under the California Environmental Quality Act (CEQA).

The nearest State facilities to the proposed project are State Route 1 (SR-1), which is located approximately 230 feet away from the project, State Route 47 (SR-47), which is located approximately 5,000 feet from the project, and Interstate 110 (I-110), which is located approximately 1.5 miles away from the project.

In terms of alternative transportation facilities that serve the project, two bus stops for Route 3 are located approximately 300 feet away from the project, at the intersection of SR-1 & Eubank Avenue, and one of those stops is also serviced by the DASH Wilmington bus route. There is also a Class II bike lane on Eubank Avenue that runs past the project. Finally, sidewalks exist on the west side of Eubank Avenue, and both sides of Sandison Street as well as SR-1.

The City of Los Angeles adopted a Vehicles Miles Traveled (VMT) metric for transportation analysis in July 2019. Caltrans applauds the City for adopting the metric that assists the State in meeting its greenhouse gas emissions reductions targets as well as reducing VMT. Based on the City's VMT calculator, this project will not have a significant VMT impact.

Due to the project's low VMT, and access to transit, bicycle, and pedestrian facilities, Caltrans does not expect project approval to result in a direct adverse impact to existing State transportation facilities.

The following information is included for your consideration.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Furthermore, Caltrans encourages the Lead Agency to integrate transportation and land use in a way that reduces Vehicle Miles Traveled (VMT) and Greenhouse

Gas (GHG) emissions, as well as facilitates a high level of non-motorized travel and transit use. Thus, Caltrans supports the Transportation Demand Management (TDM) strategies this project has incorporated, such as providing 53 bicycle parking spaces. Additional TDM strategies that the City of Los Angeles might want to consider integrating into this project include:

- Converting the Class II bike lane on Eubank Avenue into a Class IV protected bike lane to provide greater protection to cyclists from freight traffic generated by the nearby railroad and businesses
- Extending the bike lane on Eubank Ave south to connect with the M Street bike facility
- Improving the nearby sidewalk network for residents traveling to grocery stores, museums, and the Los Angeles Public Library branch on Avalon Boulevard

Please make every attempt to reduce VMT. For additional TDM options that can reduce VMT, please refer to:

- The 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), available at http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf, or
- *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8) by the Federal Highway Administration (FHWA), available at https://ops.fhwa.dot.gov/publications/fhwahop12035/index.htm

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods. If construction traffic is expected to cause delays on any State facilities, please submit a construction traffic management plan detailing these delays for Caltrans' review.

Also, storm water run-off is a sensitive issue for Los Angeles county. Please be mindful that the project needs to be designed to discharge clean run-off water.

If you have any questions about these comments, please contact Emily Gibson, the project coordinator, at Emily.Gibson@dot.ca.gov, and refer to GTS# 07-LA-2019-02853.

Sincerely,

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse

EXHIBIT G

ASSEMBLY BILL 1197

G1 – Bill Text

G2 – DCP Inter-Departmental Correspondence on Implementation of AB 1197

G3 – Applicant Documentation

G4 – Notice of Exemption

Assembly Bill No. 1197

CHAPTER 340

An act to add and repeal Section 21080.27 of the Public Resources Code, relating to environmental quality, and declaring the urgency thereof, to take effect immediately.

[Approved by Governor September 26, 2019. Filed with Secretary of State September 26, 2019.]

LEGISLATIVE COUNSEL'S DIGEST

AB 1197, Santiago. California Environmental Quality Act: exemption: City of Los Angeles: supportive housing and emergency shelters.

The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.

This bill would, until January 1, 2025, exempt from the requirements of CEQA certain activities approved or carried out by the City of Los Angeles and other eligible public agencies, as defined, related to supportive housing and emergency shelters, as defined. The bill would require the lead agency, if it determines that an activity is not subject to CEQA and approves or carries out that activity, to file a notice of exemption with the Office of Planning and Research and the county clerk for the County of Los Angeles. Because the bill would impose additional duties on the City of Los Angeles, this bill would impose a state-mandated local program.

The bill would exempt from the requirements of CEQA the adoption of Ordinance Nos. 185,489 and 185,492 by the City of Los Angeles in 2018.

This bill would make legislative findings and declarations as to the necessity of a special statute for the City of Los Angeles.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

This bill would declare that it is to take effect immediately as an urgency statute.

The people of the State of California do enact as follows:

SECTION 1. (a) It is the intent of the Legislature to facilitate local initiatives that promote high-quality, low-barrier shelters and supportive housing.

(b) It is the intent of the Legislature to help the City of Los Angeles address its homeless crisis by facilitating the construction of high-quality permanent supportive housing that adopt the core component of the Housing First Model and develop crisis and bridge housing that are low barrier.

SEC. 2. Section 21080.27 is added to the Public Resources Code, to read:

21080.27. (a) For purposes of this section, the following definitions apply:

(1) "Eligible public agency" means any of the following:

(A) The County of Los Angeles.

(B) The Los Angeles Unified School District.

(C) The Los Angeles County Metropolitan Transportation Authority.

(D) The Housing Authority of the City of Los Angeles.

(E) The Los Angeles Homeless Services Authority.

(F) The Los Angeles Community College District.

(G) The successor agency for the former Community Redevelopment Agency of the City of Los Angeles.

(H) The Department of Transportation.

(I) The Department of Parks and Recreation.

(2) "Emergency shelters" mean shelters, during a declaration of a shelter crisis described in Section 8698.2 of the Government Code, that meet the definition of low barrier navigation center set forth in Section 65660 of the Government Code and meet the requirements of Section 65662 of the Government Code, that is located in either a mixed-use or nonresidential zone permitting multifamily uses or infill site, and that is funded, in whole or in part, by any of the following:

(A) The Homeless Emergency Aid program established pursuant to Section 50211 of the Health and Safety Code.

(B) The Homeless Housing, Assistance, and Prevention program established pursuant to Section 50217 of the Health and Safety Code.

(C) Measure H sales tax proceeds approved by the voters on the March 7, 2017, special election in the County of Los Angeles.

(D) General bond obligations issued pursuant to Proposition HHH, approved by the voters of the City of Los Angeles at the November 8, 2016, statewide general election.

(3) "Supportive housing" means supportive housing, as defined in Section 50675.14 of the Health and Safety Code, that meets the eligibility requirements of Article 11 (commencing with Section 65650) of Chapter 3 of Division 1 of Title 7 of the Government Code or the eligibility requirements for qualified supportive housing or qualified permanent supportive housing set forth in Ordinance No. 185,489 or 185,492, and is funded, in whole or in part, by any of the following:

(A) The No Place Like Home Program (Part 3.9 (commencing with Section 5849.1) of Division 5 of the Welfare and Institutions Code).

(B) The Building Homes and Jobs Trust Fund established pursuant to Section 50470 of the Health and Safety Code.

(C) Measure H sales tax proceeds approved by the voters on the March 7, 2017, special election in the County of Los Angeles.

(D) General bond obligations issued pursuant to Proposition HHH, approved by the voters of the City of Los Angeles at the November 8, 2016, statewide general election.

(E) The City of Los Angeles Housing Impact Trust Fund.

(b) (1) This division does not apply to any activity approved by or carried out by the City of Los Angeles in furtherance of providing emergency shelters or supportive housing in the City of Los Angeles.

(2) This division does not apply to any action taken by an eligible public agency to lease, convey, or encumber land owned by that agency, or to any action taken by an eligible public agency to facilitate the lease, conveyance, or encumbrance of land owned by that agency, or to any action taken by an eligible public agency in providing financial assistance, in furtherance of providing emergency shelters or supportive housing in the City of Los Angeles.

(3) This division does not apply to the adoption of Ordinance Nos. 185,489 and 185,492 by the City of Los Angeles in 2018.

(c) If a lead agency determines that an activity is not subject to this division pursuant to paragraph (1) or (2) of subdivision (b) and determines to approve or carry out the activity, the lead agency shall file a notice of exemption with the Office of Planning and Research and the county clerk in the manner specified in subdivisions (b) and (c) of Section 21108 or subdivisions (b) and (c) of Section 21152.

(d) This section shall remain in effect only until January 1, 2025, and as of that date is repealed.

SEC. 3. The Legislature finds and declares that a special statute is necessary and that a general statute cannot be made applicable within the meaning of Section 16 of Article IV of the California Constitution because of the unique circumstances faced by the City of Los Angeles.

SEC. 4. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.

SEC. 5. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the California Constitution and shall go into immediate effect. The facts constituting the necessity are:

To address the unique circumstances faced by the City of Los Angeles by developing emergency shelters and supportive housing in an expeditious manner, it is necessary for this measure to take effect immediately.

O

FORM GEN. 160 (Rev. 6-80)

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

October 16, 2019

TO: Interested Parties
Department of City Planning Staff

FROM: Kevin J. Keller, AICP KJK
Executive Officer
Department of City Planning

SUBJECT: IMPLEMENTATION OF AB 1197 – CEQA EXEMPTION FOR SUPPORTIVE HOUSING AND EMERGENCY SHELTERS

On September 26, 2019, Governor Newsom signed AB 1197 (Santiago), which went into effect upon signature and will remain in effect until January 1, 2025. The bill established a new Section 21080.27 of the California Public Resources Code (PRC) to exempt from the requirements of the California Environmental Quality Act (CEQA) certain activities and actions that are approved or carried out by the City of Los Angeles related to the provision of emergency shelters and supportive housing.

Specifically, the bill creates a CEQA exemption for three types of activities related to emergency shelters and supportive housing, including: (1) any activity approved by or carried out by the City of Los Angeles "in furtherance of providing emergency shelters or supportive housing" in the City; (2) any action taken by an eligible public agency to lease land owned by the agency or provide financial assistance "in furtherance of providing emergency shelters or supportive housing" in the City; and (3) the adoption of the City's Permanent Supportive Housing Ordinance (No. 185,492) and Interim Motel Conversion Ordinance (No. 185,489) in 2018.

Please refer to California Public Resources Code Section 21080.27 for additional guidance.

Definitions

Emergency Shelter

An emergency shelter is defined for the purposes of this bill as, during a declaration of a shelter crisis described in Government Code Section 8698.2, any shelter that meets all of the following requirements:

1. The shelter meets the definition of a Low Barrier Navigation Center set forth in Government Code Section 65660; and

2. The shelter meets the requirements of Government Code Section 65662; and

3. The shelter is located in either a mixed-use or nonresidential zone permitting multifamily uses,[1] or infill site;[2] and

4. The shelter is funded, in whole or in part, by any of the following:
    a. The Homeless Emergency Aid program (Health and Safety Code Section 50211); or
    b. The Homeless Housing, Assistance, and Prevention (HEAP) program (Health and Safety Code Section 50217); or
    c. County of Los Angeles Measure H funds; or
    d. City of Los Angeles Measure HHH funds.

The City of Los Angeles is currently operating under a declared shelter crisis pursuant to Government Code Section 8698.2 (CF 15-1138-S33).

For the purposes of determining whether an emergency shelter is funded, in whole or in part, by one of the applicable funding sources, an approved letter of commitment from the applicable funding agency or an official record of final City Council action to issue funds will be required prior to determination of the exemption.

Supportive Housing

Supportive housing is defined for the purposes of this bill as housing with no limit on length of stay, that is occupied by persons, including persons with disabilities, and families who are homeless or who are homeless youth, and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. Such supportive housing development must additionally meet the following two requirements:

1. The supportive housing development meets the eligibility requirements of any of the following:
    a. Government Code Section 65650 (AB 2162); or
    b. An Interim Motel Housing Project pursuant to Los Angeles Municipal Code (LAMC) Section 14.00 A.12; or
    c. Qualified Permanent Supportive Housing pursuant to LAMC Section 14.00 A.13; and

2. The supportive housing development is funded, in whole or in part, by any of the following:
    a. The No Place Like Home Program (Part 3.9 (commencing with Section 5849.1) of Division 5 of the Welfare and Institutions Code); or

[1] For the purposes of determining whether a shelter is located in a mixed-use or nonresidential zone permitting multifamily uses, the following zones may be eligible: RAS3, RAS4, CR, C1, C1.5, C2, C4, C5, CM, and HI. Additionally, the PF zone may be eligible if the site is adjoining a zone that allows for mixed uses or a nonresidential zone permitting multifamily uses. Various Specific Plan zone designations may also be eligible; however, additional review may be necessary on a case-by-case basis to determine eligibility of sites with Specific Plan zone designations.

[2] A site may be considered an "infill site" if it meets the definition provided in PRC Sections 21061.3 and 21072, meaning that the site either: (1) was previously developed for a "qualified urban use," which includes most non-industrial uses; or (2) is adjacent to parcels that are developed with a "qualified urban use" (or at least 75 percent of the perimeter adjoins parcels that are so developed, and the remaining 25 percent were previously developed with a "qualified urban use"), and none of the parcels on the site had been created within the past 10 years except through a redevelopment agency plan. This definition is likely generally applicable to most non-industrial sites within the City of Los Angeles. Any industrial-zoned or industrial-zone-adjacent sites should be carefully evaluated to determine whether the site and/or adjacent sites are or were "developed with qualified urban uses," or whether they are instead developed with potentially non-qualifying "industrial" uses.

b. The Building Homes and Jobs Trust Fund (Health and Safety Code Section 50470); or
c. County of Los Angeles Measure H funds; or
d. City of Los Angeles Measure HHH funds; or
e. The City of Los Angeles Housing Impact Trust Fund.

For the purposes of determining whether a supportive housing development is funded, in whole or in part, by one of the applicable funding sources, an approved letter of funding commitment from the applicable funding agency will be required of the applicant as part of the application for the exemption. Such letter must indicate that the project has been awarded funds from one of the five above-listed funding sources. Prior to issuance of a building permit, the Department of City Planning (DCP) will confirm that the project has received clearance from the Housing and Community Investment Department (HCIDLA), or other funding agency, as applicable, to ensure that the project continues to meet the eligibility criteria (i.e. that the award of funds has not been rescinded).

Activities Eligible for New Statutory Exemption (PRC Section 21080.27(b)(1))

Any activity that is carried out by the City of Los Angeles in order to provide emergency shelters or supportive housing that meet the definitions set forth above would qualify for the CEQA exemption provided in PRC Section 21080.27(b)(1). This exemption would include, but is not limited to, approval of discretionary planning entitlements, haul routes, and/or funding decisions.

The CEQA exemption encompasses the approval of planning entitlements that solely enable the proposed emergency shelter or supportive housing use, including but not limited to any necessary Zone Change, General Plan Amendment, Conditional Use Permit, or other required land use action that results in a project that meets the requirements discussed above. In such cases, the Letter of Determination (LOD) issued by DCP should include a project description which specifies that the use is limited to a qualifying emergency shelter or supportive housing development as defined by the bill. The CEQA findings included in the LOD should specify how the project qualifies for the exemption, and the LOD should also include the condition that the project must receive clearance by HCIDLA, or other applicable funding agency, to confirm the qualifying funding source prior to issuance of a building permit.

Procedures

Applicants for emergency shelter and supportive housing projects that are eligible for the CEQA exemption in PRC Section 21080.27 should file a Notice of Exemption with the Office of Planning and Research (OPR) and the Los Angeles County Clerk pursuant to the procedures set forth in PRC 21108 or PRC Section 21152. The Notice of Exemption should include a written justification supporting how the project qualifies as an “emergency shelter” or “supportive housing” under 21080.27(a).

For emergency shelter and supportive housing projects that are currently pending review of a discretionary planning entitlement, applicants are advised to consult with their assigned Department of City Planning project planner to evaluate the applicability of this CEQA exemption.

More Information

For more information, please contact Cally Hardy in the Department of City Planning at cally.hardy@lacity.org or (213) 978-1643.

Health Services
LOS ANGELES COUNTY

Los Angeles County Board of Supervisors

Hilda L. Solis
First District

Mark Ridley-Thomas
Second District

Sheila Kuehl
Third District

Janice Hahn
Fourth District

Kathryn Barger
Fifth District

Christina R. Ghaly, M.D.
Acting Director

Hal F. Yee, Jr., M.D., Ph.D.
Chief Medical Officer

313 N. Figueroa Street, Suite 912
Los Angeles, CA 90012

Tel: (213) 288-8101
Fax: (213) 481-0503

www.dhs.lacounty.gov

To ensure access to high-quality, patient-centered, cost-effective health care to Los Angeles County residents through direct services at DHS facilities and through collaboration with community and university partners.

www.dhs.lacounty.gov

August 16, 2018

Ms. Rebecca F. Clark
LINC Community Development Corporation
555 E. Ocean Boulevard, Suite 900
Long Beach, CA 90802

RE: Deepwater HHH Project Proposal
1424 N Deepwater Ave
Wilmington, CA 90744
Assessor's Parcel Numbers: 7422-023-047

Dear Ms. Clark,

The Los Angeles County Department of Health Services (DHS) Housing for Health division is partnering with affordable housing developers to provide affordable housing linked to appropriate services for individuals and families who are experiencing homelessness. DHS greatly appreciates the collaboration with LINC Housing for the purpose of delivering supportive housing with intensive case management services to homeless individuals that are identified through DHS and the Coordinated Entry System (CES) who are medically complex individuals in need of permanent supportive housing. We look forward to assisting in the development and successful operation of the proposed development.

Project Description
The Deepwater project will involve the acquisition and development of a of a vacant, infill parcel of land located at 1424 N. Deepwater Avenue in the Wilmington neighborhood of the City of Los Angeles. The project will consist of one three-story building containing 56 units, 55 one-bedroom and 1 two-bedroom manager's unit. All 55 restricted units will be Permanent Supportive Housing (PSH) units, reserved for homeless or chronically homeless individuals.

The project will provide more than 2,500 square feet of indoor community space for the residents and more than 4,000 square feet of outdoor common area, in addition to dedicated bicycle parking and office space for supportive services case managers. The John Stewart Company will provide on-site property management services.

Support Services Commitment
The County intends to provide supportive services for 55 homeless DHS patients at Deepwater. DHS shall enter into contract with The People Concern (TPC), an approved Intensive Case Management Services (ICMS) provider, at the funding amount of $297,000 per year. The County, TPC, and LINC will collaborate to ensure tenants receive the support they need to remain housed and stable, including attending and/or convening periodic meetings with partners to problem-solve around tenant, building, and community issues. DHS will also provide in-kind clinical services on-site and through referral to primary care homes to ensure that each tenant receives high quality medical care.

Rental Subsidy Commitment
LINC will apply for an allocation of Project Based Section 8 vouchers from the Housing Authority of the City of Los Angeles in 2018. However, in the event they are unable to secure all of the necessary Project Based Section 8 vouchers for the project, DHS will commit new tenant based voucher resources to the project from available sources including HACLA Continuum of Care (CoC) vouchers, Housing Authority of the County of Los Angeles (HACoLA) CoC vouchers, or Flexible Housing Subsidy Pool (FHSP) vouchers, administered by Brilliant Corners through a contract with DHS.

Regardless of subsidy source, these units will have a rent set at the Voucher Payment Standard of the Housing Authority of the City of Los Angeles (currently established at $1,412 for a one-bedroom apartment). Tenants will pay 30% of their income towards their rent and the subsidy will cover total rent minus tenant rent contribution. The FHSP rental subsidy is administered by Brilliant Corners through a contract with DHS. Brilliant Corners will enter into a Master Rental Subsidy Agreement with the property owner for a 15-year initial term.

Upon receiving the various capital funding commitments necessary to ensure project feasibility, DHS will, through our established funding approval and contracting procedures, engage in contract negotiations with appropriate parties to provide the services and funding described above. The term of the DHS support service agreement is from project's initial lease up, targeted for October 2020, through October 30, 2035, inclusive of DHS' authority to exercise extension options and the term of the Brilliant Corners rental subsidy agreement is fifteen years. In all likelihood, barring unforeseen financial difficulties for the County, and assuming the project continues to operate in good standing, contracts for this project would be renewed at the end of the contract term to ensure that formerly homeless tenants of the project continue to receive high quality housing.

Once again, we are extremely enthusiastic about this project and happy to be partnering with LINC.

Sincerely,



Cheri Todoroff
Director, Housing for Health
Department of Health Services
County of Los Angeles

Los Angeles
HOUSING+COMMUNITY
Investment Department
Housing Development Bureau
1200 West 7th Street, Los Angeles, CA 90017
tel 213.808.8638 | fax 213.808.8610
hcidla.lacity.org

Eric Garcetti, Mayor
Rushmore D. Cervantes, General Manager

VIA EMAIL

October 22, 2018

LINC Community Development Corporation
555 E. Ocean Boulevard Suite 900
Long Beach, CA 90802
Attn: William Sager
Email: wsager@linchousing.org

Re: Deepwater
1424 N. Deepwater Avenue
Los Angeles, CA 90744

Dear Mr. Sager:

This letter shall serve as evidence of a funding commitment from the Proposition HHH Permanent Supportive Housing Loan Program in an amount not to exceed Twelve Million One Hundred Thousand Dollars ($12,100,000) in support of the above-referenced project. The Los Angeles Housing + Community Investment Department (HCIDLA) received authority from the Mayor and City Council for these actions on October 19, 2018 (Council File #17-0090-S8)

The HCIDLA Commitment is subject to the following terms and conditions, which include, but are not limited to, the items below. You will be informed of any due diligence issues requiring resolution prior to the execution of the HCIDLA loan agreement.

AMOUNT: $12,100,000

LOAN TYPE: Residual Receipts

LOAN TERM: Fifty-five (55) years from the date of recordation of the City Deed of Trust

REGULATORY TERM: Fifty-five (55) years from the date of Project Completion

RATE: Three percent (3%) simple interest

EXPIRATION OF HCIDLA COMMITMENT: The HCIDLA and LINC Community Development Corporation will cooperate on required Loan documentation and subsequent funding of the Loan after acceptance hereof. Notwithstanding the foregoing, this Commitment will expire two (2) years from the date hereof.

COMPLIANCE: Any outstanding compliance issues, monetary and/or non-monetary, must be resolved with HCIDLA's Asset Management Division prior to moving forward with subsequent phases of financing and development that require HCIDLA's support. The Proposition HHH Regulations, Policies and Procedures reference HCIDLA's Business Policy in Section 2.19 and speaks to the background check process.

ACCEPTANCE OF HCIDLA COMMITMENT: LINC Community Development Corporation's acceptance of this commitment shall be evidenced by signing and delivering to HCIDLA the enclosed copy of this letter no later than October 26, 2018. Until receipt of such written acceptance by HCIDLA, HCIDLA will have no liability hereunder. Please email your signed acceptance of this commitment to Timothy Elliott at Timothy.Elliott@lacity.org.

Should you have any questions, please contact Mr. Timothy Elliott, Development and Finance Division, at (213) 808-8596.

Sincerely,

SEAN L. SPEAR
Assistant General Manager
Housing Development Bureau

BORROWER ACKNOWLEDGEMENT

The undersigned hereby accepts the foregoing award and understands that the Lender is not obligated to close the Loan unless all of the terms and conditions outlined in the award are met. Furthermore, the undersigned understands and acknowledges that closing the Loan may take up to eight weeks following the execution of this document and the receipt of tax credit allocation.

BORROWER:

LINC Community Development Corporation
A California nonprofit public benefit corporation

By: LINC Community Development Corporation

By: _____
Name: Suny Lay Chang
Title: Chief Operating Officer

Date: October 23, 2018

By: _____
Name: Stacey Slevcove
Title: Secretary and Treasurer

Date: October 23, 2018

THEPEOPLECONCERN

Because everyone should be housed, healthy and safe.

OPCC & LAMP COMMUNITY UNITED

MEMORANDUM OF UNDERSTANDING
Between
The People Concern and LINC Community Development Corporation

This Memorandum of Understanding and Contract is entered and made effective August 30, 2018 by LINC Community Development Corporation, a California nonprofit public benefit corporation ("Owner") or its assignee, and The People Concern ("TPC").

WHEREAS, TPC agrees to perform the Services (as defined below) for Owner in accordance with this Contract, the terms and conditions contained herein.

WHEREAS, TPC has provided this type of services to the target population for more than 24 months.

NOW, THEREFORE, in consideration of the mutual promises, covenants and conditions contained herein, the parties hereto agree as follows:

1. Scope of Services

A. TPC shall act as the service provider for Deepwater (the "Community"), a 56-unit residential apartment community, located at Los Angeles County Assessor's Parcel Number 7422-023-047 in Los Angeles, California. These social service programs shall be designed to achieve the goals and purposes expressed in the attached Exhibit A and shall be provided to residents free of charge.

B. Contingent on available funds, TPC shall provide the services listed in the attached Exhibit A (the "Services") to the 55 special needs households of the Community. The 55 households will consist of homeless or chronically homeless individuals. Additional social service programs and activities shall be determined through an assessment of the residents' needs conducted by TPC and as mutually agreed to by Owner and TPC.

2. Term

The term of this Contract shall be for one (1) year from the date hereof and shall automatically renew for successive one (1)-year terms unless either party provides

written notice to the other party no less than 30 days prior to the expiration of the applicable term that such party elects, in its sole discretion, not to renew this Contract. The Contract may be terminated by Owner, with or without cause upon giving thirty (30) days prior written notice to TPC. TPC shall have the option after the first term to terminate this contract upon giving not less than thirty (30) days prior written notice to Owner.

Either party may terminate this Contract for cause upon written notice to the other party and effective immediately.

3. Compensation

A. Compensation shall be provided to TPC for all Services rendered by a contract between TPC and County of Los Angeles Department of Health Services at a minimum of $297,000 per year, as outlined in Exhibit B.

B. Should Owner require additional services, such services and compensation shall be negotiated between the parties.

4. Location of Services

Owner shall provide a facility at the Community to be used by TPC while performing the Services described in Section 1 hereof. The facility shall be reasonably equipped and contain standard office amenities, including, without limitation, tables and chairs. Owner shall provide additional supplies and equipment upon reasonable request. Unless otherwise noted in the MOU, all services are projected to be provided on site.

5. Notices

Any notice required or desired to be given by a party may be delivered by U.S. mail, a reputable courier or delivery service, fax, email or hand delivery to the other party at the address stated below.

6. Indemnification and Representations

A. TPC shall perform the Services described in Section 1 hereof with that degree of skill, care and diligence normally exercised by professionals in the performance of similar service at the time when the Services are performed.

B. Each of TPC and Owner shall indemnify, defend and hold the other party and its employees, agents, partners, offices, directors, partners, members, and managers ("Indemnities") harmless from and against any and all loss, damage, injury (including death) and claims therefore arising from the acts or omissions of the indemnifying party, its agents, offices, employees, contractors or subcontractors in connection with this

Contract, including performance of the Services, except to the extent caused by the negligence, gross negligence or willful misconduct of Indemnities.

C. Neither party shall be liable to the other party hereto for any consequential or other indirect or special damages, including without limitation loss of profits or revenue, loss of equipment, costs of replacement power, or additional expense incurred in the use of plant, equipment and facilities, arising from or associated with the performance of this Contract.

7. Insurance

A. TPC agrees to keep in full force and effect during the tern of this Contract, and provide acceptable evidence of:

i. Comprehensive or Commercial General Liability Insurance (bodily injury and property damage) with contractual liability insurance to cover liability assumed under this Contract; the limits of liability of such insurance shall not be less than One Million Dollars ($1,000,000.00) combined single limit per occurrence.

ii. All insurance required herein shall be carried with companies satisfactory to Owner, with a Best rating A-VII or better, licensed to do business in the jurisdiction where the Work hereunder is to be performed, and such policies shall name the owner as an additional insured party.

8. Independent Contractors

A. TPC may, from time-to-time, hire independent contractors to conduct the Services described in Section 1.B hereof. TPC shall require all independent contractors to enter in to a Consulting Agreement with TPC.

B. The parties acknowledge and agree that no workers' compensation insurance shall be obtained by Owner covering TPC, the independent contractors or any employees of TPC or the Independent Contractor.

9. Applicable Law

This Contract will be deemed to be a contract made in the State of California and will be governed by the law of that state without regard to principles of conflict of laws.

IN WITNESS WHEREOF, the parties have executed this Contract as of the date first written above.

THE PEOPLE CONCERN

By: _____
Name: John Maceri
Title: Executive Director
Address: 2116 Arlington Avenue, Suite 100
Los Angeles, CA 90018

LINC COMMUNITY DEVELOPMENT CORPORATION
A California nonprofit public benefit corporation

By: _____
Name: Suny Lay Chang
Title: Chief Operating Officer
Address: 3590 Elm Avenue
Long Beach, CA 90807

WS

Exhibit A
Deepwater Supportive Services Plan: The People Concern (TPC)

TPC is excited about the opportunity to provide services for the homeless future residents of Deepwater in the city of Los Angeles and the county of Los Angeles. For 50 years, TPC has been working to effectively respond to the needs of the most vulnerable individuals in the community. Employing Housing First, Harm Reduction and Assertive Community Treatment best practices, TPC engages the area's hardest-to-serve and most vulnerable homeless individuals and moves them as quickly as possible into permanent supportive housing. TPC teams are made up of housing specialists and case managers, physicians, mental health professionals, and substance abuse specialists. All staff members have expertise in benefits acquisition. Our existing and ongoing contracts with funders demonstrate our capacity and reputation for results.

TPC's service delivery at this project will be informed by their experience with the Maryland Apartments, where TPC's multidisciplinary team has been serving formerly homeless people with co-occurring disorders for more than a decade. The residents of Maryland Apartments are successfully housed despite the challenges posed by their mental illness and prior history of chemical dependency. Several of the residents attribute their success to the community feeling created within the building and support provided by TPC. A Residential Services Coordinator provides ongoing support, crisis intervention when needed and a range of social and recreational activities including an on-site computer lab. The Maryland Apartments have maintained an annual housing retention rate of 90% annually since the building's inception. Now experts in the needs of this unique population and the resources of the surrounding area, TPC is a perfect fit as the service provider for Deepwater.

<u>Deepwater</u>
TPC will provide one Clinical Case Manager/Team Lead (1 FTE), one Clinical Case Manager (1 FTE), one Case Manager (1 FTE), one Clinical Supervisor (.25 FTE), and one Program Manager (.33 FTE), equivalent to 144 hours per week. The team-based supportive services will include the core services outlined below and residents will have access to multiple onsite opportunities for workshops, programs and interactions with other residents.

All services will be delivered Tuesday through Saturday, during normal business hours, with emergency contact available outside of those days and hours.

TPC's services are geared toward the goals of permanent supportive housing retention; acquisition of benefits (SSI, SSDI) and increased income; and improvements in client health, mental health and overall stability. TPC provides the following seven core integrated services, beginning at initial engagement and continuing throughout the time that clients are housed (for as long as services are needed):

- **Individualized Service Plans.** Each client will receive personalized attention to develop a service plan that best meets that individual client's needs. Staff will conduct an initial assessment and work jointly with each tenant to develop an individualized service plan (ISP) to establish goals and corresponding action items to achieve them. Assessments and ISPs will be updated regularly.

- **Case management.** Case Management: Client case managers will plan, implement, monitor, and evaluate all services necessary to meet the resident's physical and emotional well being. Case managers coordinate a team of professionals in implementing each resident's treatment and outcomes.
- **Mental health care.** TPC's onsite licensed clinicians as well as clinically supervised mental health trainees provide assessments, individual and group psychotherapy, and mental health training and consultation around client issues to non-clinical staff of the program. TPC has multiple field-based clinicians who provide onsite mental health services to clients after they are housed, including psychiatry services.
- **Substance Use services.** TPC employs a Harm Reduction approach for clients living with substance addiction, wherein the agency continues to work with clients to move them into housing while assisting them to receive treatment. Harm Reduction has been called "the only effective means of providing housing for many who have been homeless for the long-term." [1] Reviews of Harm Reduction research show it to be a highly effective approach for individuals who suffer from mental illness. [2] TPC's Wellness Program provides an array of groups and workshops designed to give clients the skills they need to begin to look at their substance addiction, and over time, to begin steps toward decreasing their substance use.
- **Education, Wellness and life skills interventions.** TPC provides a broad range of life skills training (both in group format and individually) to clients. These life skills interventions continue after clients become permanently housed. Life skills interventions include: money and financial management; communication skills training (including conflict resolution, anger management and assertiveness); vocational assistance; and independent living skills (meal preparation, shopping, managing transportation).
- **Housing Outplacement.** In other projects, TPC does everything it can to assist clients in taking the steps necessary to secure permanent housing as quickly as possible. TPC maintains excellent relationships with landlords who provide scattered site rental units in areas throughout the county. Housing First has been a core value and practice of TPC for many years, and is based on the understanding that "people who are homeless should be returned to or stabilized in permanent housing as quickly as possible and connected to resources necessary to sustain that housing. Issues that may have contributed to a household's homelessness can best be addressed once they are housed."[3] Housing First is connected with decreased service use and costs at follow-up.[4] Staff employs the evidence-based practice Assertive Community Treatment (ACT), an integrated team approach designed to provide comprehensive services, including housing, medical, psychiatric, other mental health, substance abuse, case management and benefits assistance.[5] Assertive Community Treatment has been found to result in greater reduction in homelessness and greater improvement in psychiatric symptom severity when compared to standard case management.[6]

---

[1] Corporation for Supportive Housing: Toolkit for Ending Long-Term Homelessness, October 2004.

[2] Update on Harm-Reduction Policy and Intervention Research, *Annual Review of Clinical Psychology*, 6: 591-606, April 2010.

[3] Organizational Change: Adopting a Housing First Approach, National Alliance to End Homelessness, 2009.

[4] Health Care and Public Service Use and Costs Before and After Provision of Housing for Chronically Homeless Persons With Severe Alcohol Problems, Larimer, M.E., et al, *JAMA,* 301(13): 1349-1357, 2009.

[5] Assertive Community Treatment Evidence-Based Practice Kit, SAMHSA, October 2008.

[6] The Effectiveness of Assertive Community Treatment for Homeless Populations With Severe Mental Illness: A Meta-Analysis, Coldwell, C.M. & Bender, W.S., *American Journal of Psychiatry*, 164:393-399, March 2007.

- **Physical Health care.** Through intensive enrollment efforts, over 90 percent of TPC clients are currently enrolled in MediCal. TPC staff makes efforts to link housed clients with the most appropriate and available medical services in their new neighborhoods after they become housed. Additionally, the existing Intensive Case Management contract between DHS and TPC provides for clinical services outlined in the narrative below.
- **Benefits Assistance and Representative Payee.** As soon as clients begin intensive case management, TPC staff begins the process of helping a client compile the documentation necessary to acquire any benefits to which they are entitled (SSI, SSDI, etc.). Staff assists clients at each step of the application process, including completing the forms, getting documentation and accompanying them to appointments. Staff will also serve as Representative Payee for benefits management as needed.
- **Legal Assistance.** Staff will coordinate contact with free or affordable legal assistance as applicable.
- **Peer Advocacy.** Staff will facilitate peer-run groups or on a one-on-one basis, during which advocates can help clients during the transition from homelessness into housing, with substance use or mental health recovery, and with housing retention.
- **Medication Management.** Case managers are trained to provide assistance with maintaining medication regimen and will coordinate with medical team to ensure a stable routine.
- **Attendant and Adult Day Care.** For physically disabled and/or older clients, the care team will provide referral and assistance applying for In Home Supportive Services from the LA County Department of Public and Social Services (DPSS), which provides hands on assistance for their functional needs and activities of daily living.
- **Domestic violence services.** Over 85 percent of chronically homeless women have been found to be former victims of domestic violence, molestation or sexual assault. Through TPC's Sojourn Services, domestic violence services are integrated into programs for homeless and previously homeless clients.

Central to TPC's efforts is an integrated, multidisciplinary team model providing wrap-around care before and after placement in permanent housing. In the first weeks and months after a client moves into permanent housing, they benefit from increased contact with the case manager, clinician, and other care providers through home visits in an effort to provide adequate assistance needed to make the transition to more independence. For long-term support, SAMHSA-funded "Home Teams", composed of a senior clinician and several clinical interns, provide assessments, psychotherapy, and clinically informed interventions to assist clients in maintaining housing, in crisis intervention, and with linkages to services in their new neighborhoods. With housing retention rates consistently over 90%, TPC's strategy results in one of the highest housing retention rates in the nation.

<u>Budget Narrative for Supportive Services at Deepwater:</u>
TPC is well positioned to provide the level of services needed at Deepwater. TPC will serve 55 Homeless households at Deepwater. The costs of supportive services include the cost of one Clinical Case Manager/Team Lead (1 FTE), one Clinical Case Manager (1 FTE), one Case Manager (1 FTE), one Clinical Supervisor (.25 FTE), and one Program Manager (.33 FTE), equivalent to 144 hours per week. Additionally, TPC's Home Team of licensed clinicians will provide clinical and psychiatric services to residents. TPC has a master service agreement with the Department of Health Services as an Intensive Case Management Services provider (ICMS).

The total value of services under the existing ICMS contract is $297,000 for the first year of operation.

TPC has a master service agreement with the Department of Health Services as an Intensive Case Management Services provider (ICMS).

ICMS include but are not limited to the following:

- Ongoing outreach and engagement to the tenant population, including at in-patient settings and other locations to obtain their authorization to participate prior to tenancy.
- Assistance with mental health and life skills services and referrals.
- Establishment of a case management plan based on their authorization including but not limited to establishing future goals, improvement of behaviors associated with drug use, reduction in frequency and quantity of drug and alcohol use, coping with mental health disorders, coping with chronic medical problems, improvement of interpersonal relationships.
- Help accessing public benefits and educational opportunities as appropriate.
- Assistance with budgeting and money management.
- Assistance with substance use disorder services and referrals with a focus on harm reduction.
- Referrals to primary medical care, mental health services, and other community services as needed.
- Assistance in obtaining clothing and food.
- Group programming ranging from life-skills groups to community activities.
- Eviction prevention counseling and advocacy.
- Referral to or provision of supported pre-vocational/vocational activities appropriate for the skill level of residents.
- Assistance with domestic violence and safety planning services and referrals.
- Transportation assistance.
- Assisting clients with maintaining medication regimen.
- Housing location services including assisting clients with locating affordable permanent housing, establishing relationships with landlords/agencies willing to provide affordable

permanent housing to DHS clients, and providing assistance with negotiating rental agreements. (Note: The need for housing location services will vary by project. Housing location experience is not a minimum qualification.)

- Administer move-in assistance funds to assist clients with timely security deposits, household goods and furnishings, utility deposits, etc.

- Assistance with temporary housing until client moves into supportive housing unit.

- Assistance with monitoring any legal issues and making appropriate referrals while addressing any barriers to accessing and maintaining housing and services (e.g., credit history, criminal records, pending warrants, etc.).

- Collaboration with PRTS and property owner to ensure tenants provide authorization to receive the support they need to remain housed and stable, including attending and/or convening periodic meetings with partners to problem-solve around tenant, building, and community issues.

- Provision of on-going training to ICMS staff to ensure services are appropriate and to promote continuous quality improvement.

- Maintenance of program and tenant records and legally permissible data systems as may be required.

- Submit reports and invoices as requested and in a timely manner and provide all required supporting documentation.

- Comply and deliver services in accordance with contract deliverables and objectives.

Exhibit B
County of Los Angeles Department of Health Services Commitment

Health Services
LOS ANGELES COUNTY

Los Angeles County Board of Supervisors

Hilda L. Solis
First District

Mark Ridley-Thomas
Second District

Sheila Kuehl
Third District

Janice Hahn
Fourth District

Kathryn Barger
Fifth District

Christina R. Ghaly, M.D.
Acting Director

Hal F. Yee, Jr., M.D., Ph.D.
Chief Medical Officer

313 N. Figueroa Street, Suite 912
Los Angeles, CA 90012

Tel: (213) 288-8101
Fax: (213) 481-0503

www.dhs.lacounty.gov

To ensure access to high-quality, patient-centered, cost-effective health care to Los Angeles County residents through direct services at DHS facilities and through collaboration with community and university partners.

www.dhs.lacounty.gov

October 5, 2018

Ms. Rebecca F. Clark
LINC Community Development Corporation
555 E. Ocean Boulevard, Suite 900
Long Beach, CA 90802

RE: Deepwater HHH Project Proposal
1424 N Deepwater Ave
Wilmington, CA 90744
Assessor's Parcel Numbers: 7422-023-047

Dear Ms. Clark,

The Los Angeles County Department of Health Services (DHS) Housing for Health division is partnering with affordable housing developers to provide affordable housing linked to appropriate services for individuals and families who are experiencing homelessness. DHS greatly appreciates the collaboration with LINC Housing for the purpose of delivering supportive housing with intensive case management services to homeless individuals that are identified through DHS and the Coordinated Entry System (CES) who are medically complex individuals in need of permanent supportive housing. We look forward to assisting in the development and successful operation of the proposed development.

Project Description
The Deepwater project will involve the acquisition and development of a of a vacant, infill parcel of land located at 1424 N. Deepwater Avenue in the Wilmington neighborhood of the City of Los Angeles. The project will consist of one three-story building containing 56 units, 55 one-bedroom and 1 two-bedroom manager's unit. All 55 restricted units will be Permanent Supportive Housing (PSH) units, reserved for homeless or chronically homeless individuals.

The project will provide more than 2,500 square feet of indoor community space for the residents and more than 4,000 square feet of outdoor common area, in addition to dedicated bicycle parking and office space for supportive services case managers. The John Stewart Company will provide on-site property management services.

Support Services Commitment
The County intends to provide supportive services for 55 homeless DHS patients at Deepwater. DHS shall enter into contract with The People Concern (TPC), an approved Intensive Case Management Services (ICMS) provider, at the funding amount of $297,000 per year. The County, TPC, and LINC will collaborate to ensure tenants receive the support they need to remain housed and stable, including attending and/or convening periodic meetings with partners to problem-solve around tenant, building, and community issues. DHS will also provide in-kind clinical services on-site and through referral to primary care homes to ensure that each tenant receives high quality medical care.

Rental Subsidy Commitment
LINC will apply for an allocation of Project Based Section 8 vouchers from the Housing Authority of the City of Los Angeles in 2018. However, in the event they are unable to secure all of the necessary Project Based Section 8 vouchers for the project, DHS will commit new tenant based voucher resources to the project from available sources including HACLA Continuum of Care (CoC) vouchers, Housing Authority of the County of Los Angeles (HACoLA) CoC vouchers, or Flexible Housing Subsidy Pool (FHSP) vouchers, administered by Brilliant Corners through a contract with DHS.

Regardless of subsidy source, these units will have a rent set at the Voucher Payment Standard of the Housing Authority of the City of Los Angeles (currently established at $1,522 for a one-bedroom apartment). Tenants will pay 30% of their income towards their rent and the subsidy will cover total rent minus tenant rent contribution. The FHSP rental subsidy is administered by Brilliant Corners through a contract with DHS. Brilliant Corners will enter into a Master Rental Subsidy Agreement with the property owner for a 15-year initial term.

Upon receiving the various capital funding commitments necessary to ensure project feasibility, DHS will, through our established funding approval and contracting procedures, engage in contract negotiations with appropriate parties to provide the services and funding described above. The term of the DHS support service agreement is from project's initial lease up, targeted for October 2020, through October 30, 2035, inclusive of DHS' authority to exercise extension options and the term of the Brilliant Corners rental subsidy agreement is fifteen years. In all likelihood, barring unforeseen financial difficulties for the County, and assuming the project continues to operate in good standing, contracts for this project would be renewed at the end of the contract term to ensure that formerly homeless tenants of the project continue to receive high quality housing.

Once again, we are extremely enthusiastic about this project and happy to be partnering with LINC.

Sincerely,



Cheri Todoroff
Director, Housing for Health
Department of Health Services
County of Los Angeles

COUNTY CLERK'S USE

CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 395
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
CPC-2018-7329-GPAJ-ZCJ-SPR

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	N/A
PROJECT TITLE	COUNCIL DISTRICT
Wilmington Apartments Project	15 - Buscaino

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.
1424 North Deepwater Avenue

PROJECT DESCRIPTION: ☐ Additional page(s) attached.
The project is the construction, use, and maintenance of a 3-story, 36-foot tall, 51,202 square-foot senior affordable supportive housing project comprised of 56 dwelling units (100% restricted to Very Low Income households exclusive of one manager's unit), with on-site supportive services. The project will provide 19 parking spaces at grade level, and will provide 48 long-term and 5 short-term bicycle parking spaces. The project will have a Floor Area Ratio ("FAR") of 0.92:1. The project will involve the grading of approximately 2,750 cubic yards of soil, the removal of one (1) non-protected tree within the dedicated right-of-way area, and the re-abandonment of one (1) existing oil well. The site is currently vacant.

NAME OF APPLICANT / OWNER:
LINC Community Development Corporation

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Connie Chauv	213 978-0016

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

STATE CEQA STATUTE & GUIDELINES

☒ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) **21080.27(a)(3) and 21080.27(b)(1)**

☐ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)

CEQA Guideline Section(s) / Class(es) _____

☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b))

_____

JUSTIFICATION FOR PROJECT EXEMPTION: ☐ Additional page(s) attached
Any action carried out by the City of Los Angeles in the furtherance of providing supporting housing which meets the following criteria are exempt from the requirements of CEQA under Public Resource Code, Section 21080.27 pursuant to Assembly Bill (AB) 1197 until January 1, 2025: 1) the project is consistent with the definition of Supportive Housing described in Health and Safety Code, Section 50675.14, 2) the project meets the eligibility requirements of Article 11 of Chapter 3 of Division 1 of Title 7 of the Government Code, and 3) the project is funded, in part or in whole, by general bond obligations issues pursuant to Proposition HHH approved by the City of Los Angeles at the November 8, 2016, statewide general election and the subsequent requirements of receiving those funds. All actions to approve the Project were taken in furtherance of providing vitally needed Supportive Housing to house the homeless in the City.

☐ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.

☐ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.
If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE	STAFF TITLE
Connie Chauv	City Planner

ENTITLEMENTS APPROVED

FEE:	RECEIPT NO.	REC'D. BY (DCP DSC STAFF NAME)

DISTRIBUTION: County Clerk, Agency Record
Rev. 3-27-2019

20-0033

ATTACHMENT 2

SITE ACCESS EASEMENT MEMORANDUM

CPC-2018-7329-GPAJ-ZCJ-SPR

LINSCOTT
LAW &
GREENSPAN
engineers

Engineers & Planners
Traffic
Transportation
Parking

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Pasadena
Irvine
San Diego
Woodland Hills

MEMORANDUM

To:	Cody Snyder LINC Housing	Date:	December 2, 2019
From:	David S. Shender, P.E. Jason A. Shender Linscott, Law & Greenspan, Engineers	LLG Ref:	5-19-0487-1
Subject:	**Site Access Assessment for the Proposed Affordable Housing Project Located at the 1424 Deepwater Avenue**		

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a site access assessment associated with the proposed affordable housing project (the "Project") located at 1424 Deepwater Avenue in the Wilmington area of the City of Los Angeles (the "Project Site"). The Project proposes the development of 56 permanent supportive housing dwelling units. A total of 19 parking spaces will be provided in an on-site surface parking lot. The Project Site location and general vicinity are shown in ***Figure 1***.

The site plan for the Project is illustrated in ***Figure 2***. As shown on the site plan, vehicular access is proposed via a driveway on Eubank Avenue.

This memorandum provides: 1) a description of the existing setting; 2) a description of the proposed Project and its forecast potential vehicular trip generation; 3) an operational analysis of the Project's driveway; and 4) an assessment of the Project's relative effect to traffic operations on Eubank Avenue.

Existing Setting

As noted above, the Project Site is located at 1424 Deepwater Avenue in the Wilmington area of the City of Los Angeles. The existing Project Site is vacant. The Project Site is bound by single-family homes to the north and west, a self-storage facility to the south, and Eubank Avenue to the east. An existing driveway apron is provided at the Project Site on Eubank Avenue in the same general location as the proposed Project driveway, although it is currently fenced off.

Eubank Avenue is striped to provide one vehicle travel lane in each direction adjacent to the Project Site, as well as one separate bicycle lane in each direction. Street parking is not permitted on Eubank Avenue.

Existing Traffic Volumes

Automatic 24-hour machine traffic counts were conducted on Tuesday, November 19, 2019 on Eubank Avenue between E. Sandison Street and E. O Street to determine the average daily traffic (ADT) on Eubank Avenue, which borders the Project Site to the east. Additionally, the ADT counts provide the existing traffic volumes for the AM and PM peak commuter periods.

Copies of the 24-hour machine counts are contained in ***Appendix A*** attached to this memorandum. The existing AM and PM peak hour volumes on the Eubank Avenue segment intersection are shown on ***Figure 3***.

Proposed Project Description

The Project proposes the development of 56 permanent supportive senior housing dwelling units. A total of 19 parking spaces are proposed to be provided within the Project's on-site surface parking lot.

As shown on *Figure 2*, vehicular access to the Project Site will be provided via one driveway along the west side of Eubank Avenue, at the northeasterly end of the Project Site. The Project driveway is proposed to accommodate left-turn and right-turn ingress and egress turning movements. The Project Site will not be accessible from Deepwater Avenue.

Project Trip Generation

Traffic volumes expected to be generated by the proposed Project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using the affordable housing trip rates published on Table 3.3-2 of the LADOT *Transportation Assessment Guidelines*[1].

Table 1 attached to this memorandum provides the trip generation forecast for the Project. As shown in *Table 1*, the Project on a typical weekday is forecast to result in 96 net new daily vehicle trips (e.g., 48 inbound trips, 48 outbound trips), 7 net new AM peak hour trips (3 inbound trips and 4 outbound trips), and 8 net new PM peak hour trips (4 inbound trips and 4 outbound trips).

[1]*Transportation Assessment Guidelines,* City of Los Angeles Department of Transportation, July 2019.

Per the LADOT *Transportation Assessment Guidelines*, preparation of a Vehicle Miles Traveled (VMT) analysis and a Transportation Assessment for review and approval by LADOT staff is not required, as the Project would not generate 250 net new daily trips.

Project Trip Assignment

The weekday AM and PM commuter peak hour vehicle trips forecast to be generated by the Project were assigned to Eubank Avenue. ***Figure 4*** provides the vehicular trip distribution for the Project and ***Figure 5*** displays the forecast AM and PM peak hour Project-related trips at the driveway.

Traffic Volume Forecast

As previously noted, the existing traffic volumes on Eubank Avenue at the proposed Project driveway are presented in *Figure 3*. The forecast traffic volumes associated with the Project at the Eubank Avenue driveway are then added to the existing volumes to obtain the Existing with Project traffic volumes, which are shown on ***Figure 6***.

Driveway Operation Analysis

An operational analysis was prepared to evaluate expected operations at the Project driveway. The operational analysis was prepared using the existing weekday AM and PM peak hour traffic counts on Eubank Avenue, as well as the forecast traffic volumes turning to and from the Project driveway, which are presented on *Figure 6*.

Forecast traffic operations at the Project driveway were evaluated for the Existing with Project conditions. As the driveway is proposed to be stop-sign controlled (i.e., stop signs facing exiting Project traffic), the analysis was prepared using the unsignalized intersection methodology provided in the *Highway Capacity Manual* (HCM) published by the Transportation Research Board. The HCM methodology allows the analysis of turning movements at the driveway, with the following specific outputs:

- Control delay (measured in vehicles/seconds): Control delay is the estimated time that the average motorist will require to wait prior to completing a specific turning movement at an intersection during the analyzed peak hour.

- Level of Service (LOS): A qualitative description of operations at an intersection, ranging from LOS A to F. LOS is defined based on calculated amount of motorist delay.

- 95th Percentile Vehicle Queue: The calculated length of vehicle queues waiting to complete a specific turning movement at an intersection during the analyzed peak hour. The 95th percent confidence level indicates that the queue will be at or below this length 95 percent of the time during the analyzed peak hour.

Control delay, LOS, and 95th Percentile Vehicle Queue calculations have been prepared for the Project driveway under Existing with Project conditions during the AM and PM peak hours. ***Table 2*** provides a summary of the HCM analysis for the Project driveway intersection during the AM and PM peak hours. The HCM data worksheets for the driveway are contained in ***Appendix B***.

As indicated in *Table 2*, vehicle ingress and egress from the Project Site driveway is driveway is expected to operate at a very good LOS (i.e., LOS B) during both the AM and PM peak hours under Existing with Project conditions. Specifically, for motorists turning left into the Project Site from northbound Eubank Avenue, the forecast average motorist delay is 8.0 seconds in the AM peak hour and 8.3 seconds in the PM peak hour. Additionally, the forecast 95th percentile queuing related to vehicles on northbound Eubank Avenue turning left into the Project Site would not exceed one vehicle for all movements at the site driveway. This is due to: 1) the relatively minimal delays for vehicles to complete the left-turn; and 2) the highly infrequent occurrence of vehicles turning left into the Project Site from northbound Eubank Avenue (i.e., two vehicles in the AM peak hour and three vehicles in the PM peak hour as shown on *Figure 6*).

Based on the driveway operation analysis, Project-related traffic will not have any adverse effect to traffic flow to Eubank Avenue, including during the weekday AM and PM commuter peak hours.

Summary

This memorandum provides the site access assessment prepared for the proposed affordable housing project located at 1424 Deepwater Avenue in the Wilmington area of the City of Los Angeles. The conclusions of the site access assessment are as follows:

- The Project is forecast to generate 96 new daily vehicle trips, 7 net new AM peak hour trips, and 8 net new PM peak hour trips during a typical weekday.

- Based on the driveway operations analysis, vehicle ingress and egress at the Project driveway would operate at good Levels of Service (i.e., LOS B or better) during the weekday AM and PM peak hours. Specifically, motorists turning left into the Project Site from northbound Eubank Avenue would on average experience a delay of approximately eight seconds. The relatively limited delay and highly infrequent occurrence of left-turns into the Project Site (two vehicles in the AM peak hour and three vehicles in the PM peak hour) would result in nearly no vehicle queues on Eubank Avenue.

- Based on the driveway operation analysis, Project-related traffic will not have any adverse effect to traffic flow to Eubank Avenue, including during the weekday AM and PM commuter peak hours.

cc: File



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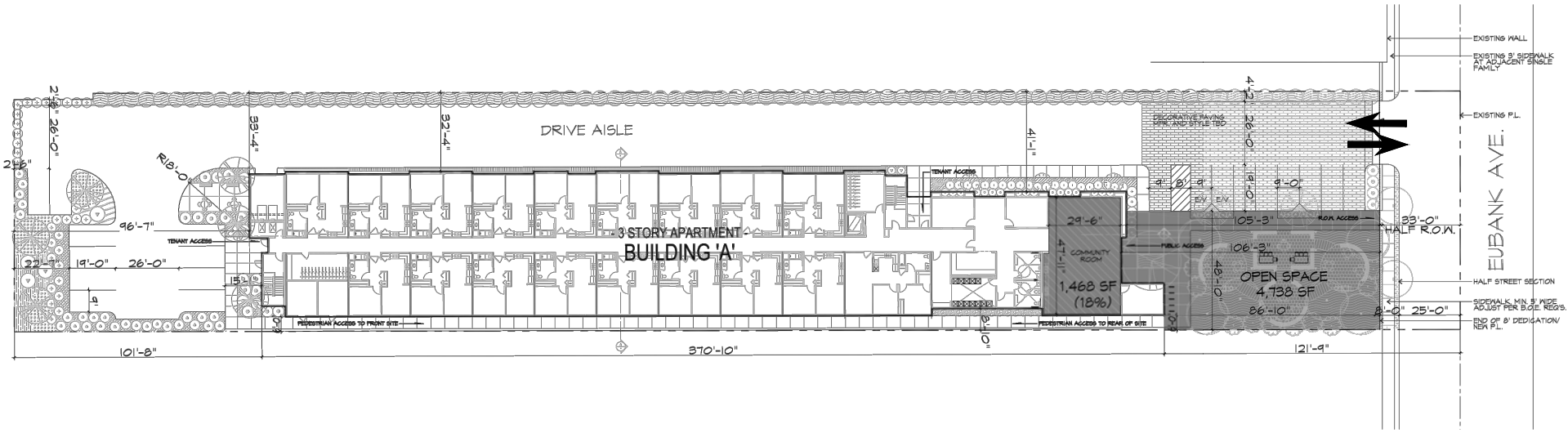
MAP SOURCE: GOOGLE MAPS
PROJECT SITE
STUDY STREET SEGMENT

FIGURE 1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

1424 DEEPWATER AVENUE ACCESS

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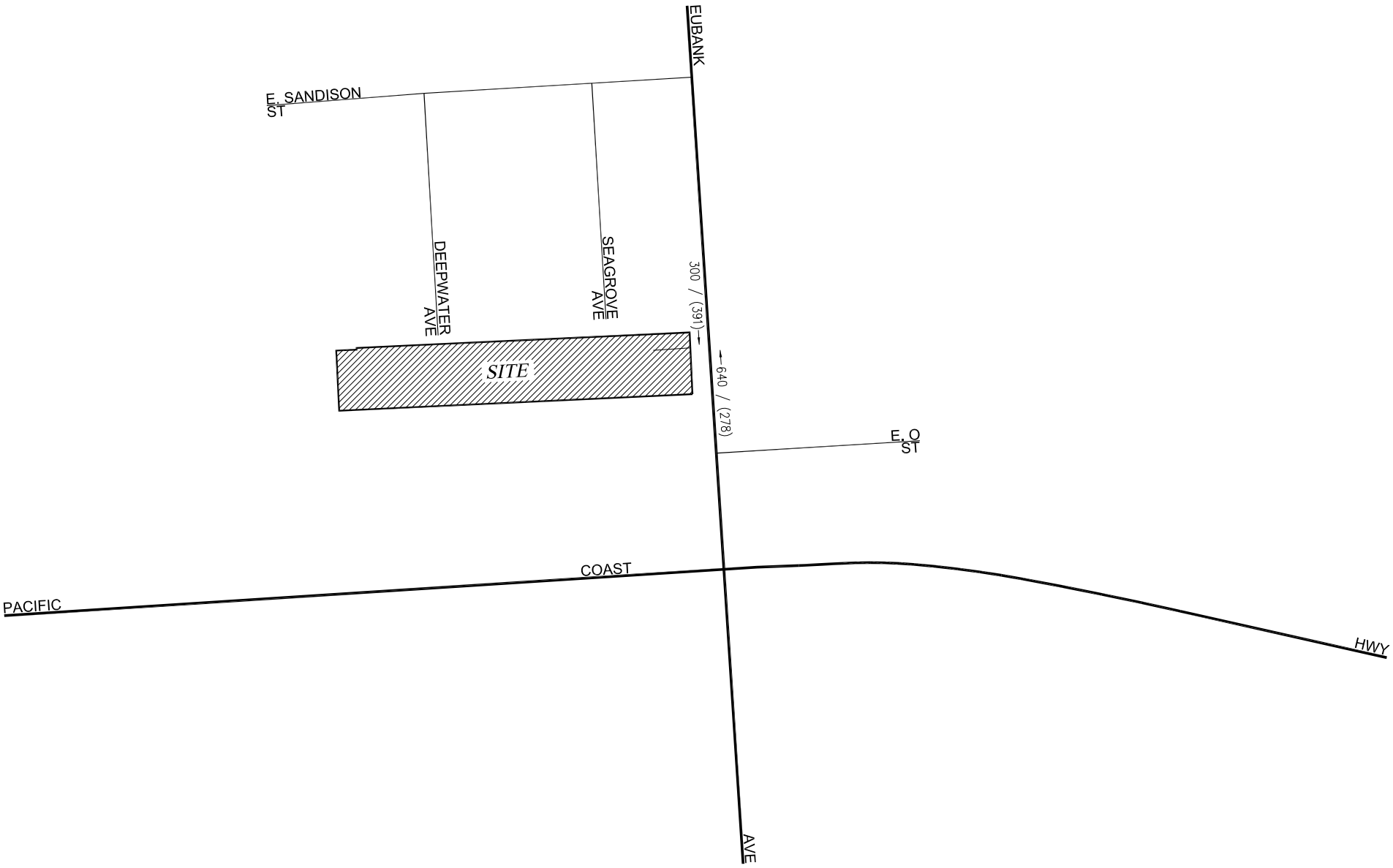
MAP SOURCE: D33 DESIGN & PLANNING

FIGURE 2
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

1424 DEEPWATER AVENUE ACCESS

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XX / (XX) = AM / (PM) PEAK HOUR TRAFFIC VOLUMES

N

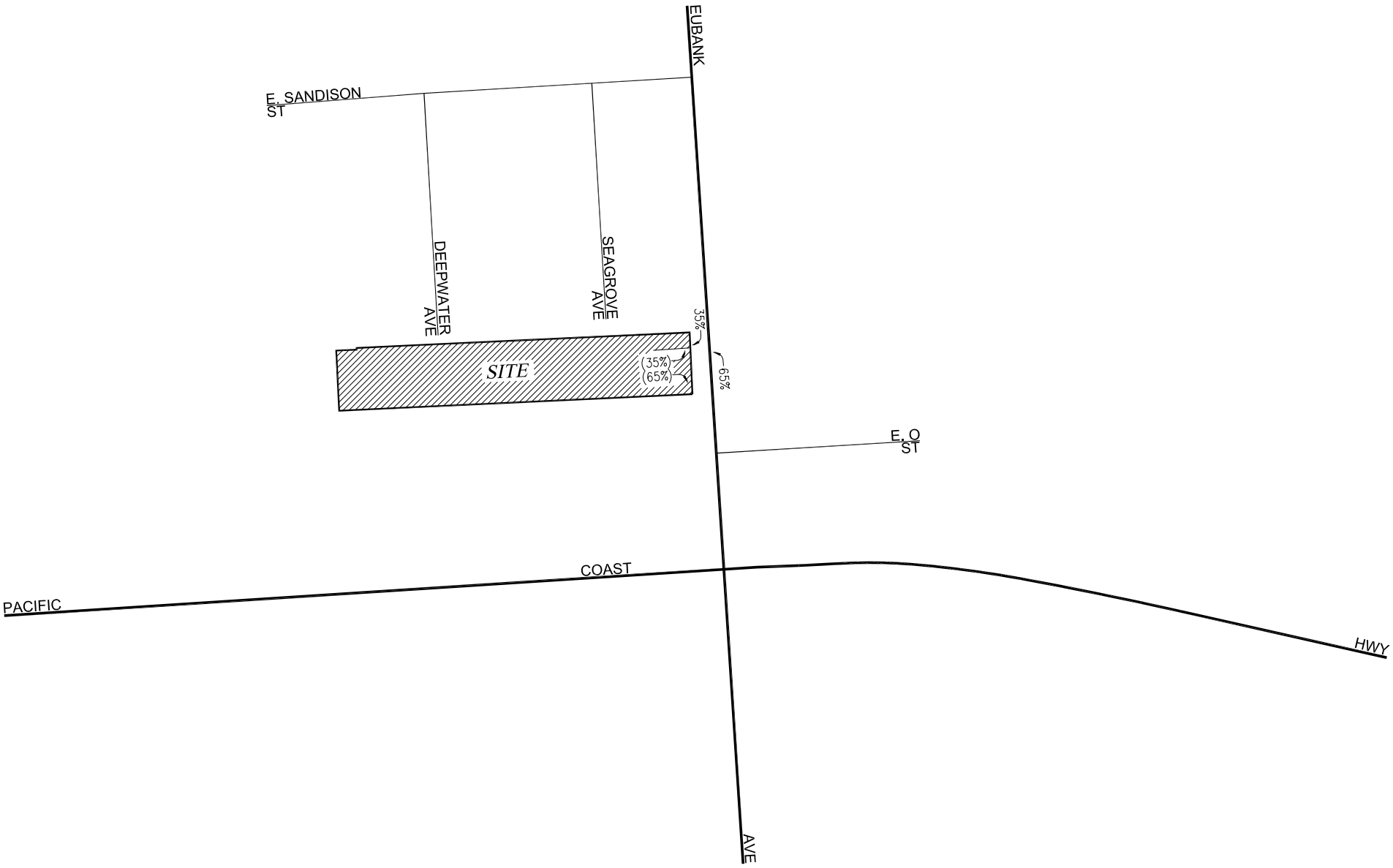
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FIGURE 3
EXISTING TRAFFIC VOLUMES

LINSCOTT, LAW & GREENSPAN, engineers

1424 DEEPWATER AVENUE ACCESS

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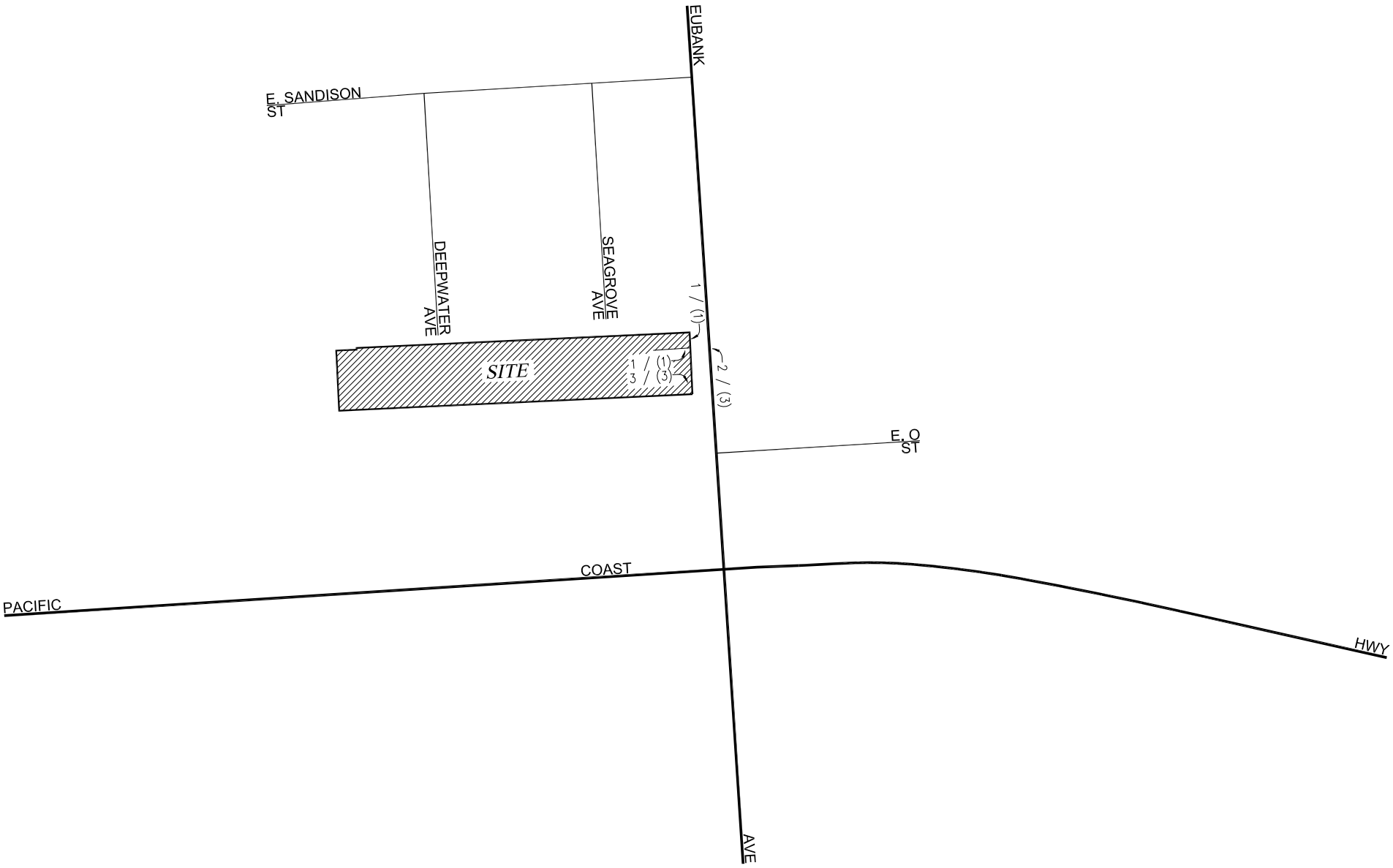
PROJECT SITE
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES

FIGURE 4
PROJECT TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

1424 DEEPWATER AVENUE ACCESS

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XX / (XX) = AM / (PM) PEAK HOUR TRAFFIC VOLUMES

N

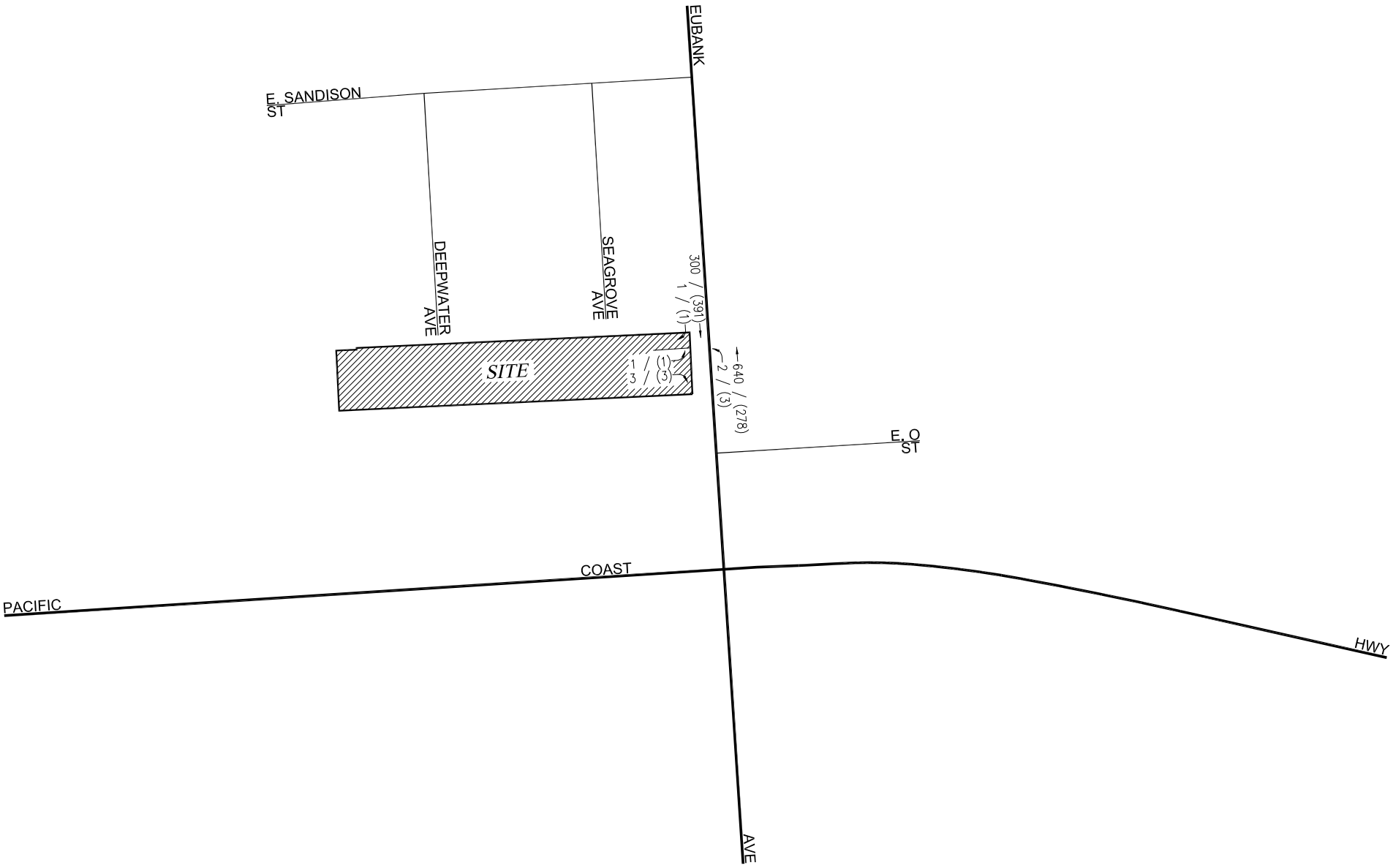
NOT TO SCALE

FIGURE 5
PROJECT TRAFFIC VOLUMES

LINSCOTT, LAW & GREENSPAN, engineers

1424 DEEPWATER AVENUE ACCESS

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XX / (XX) = AM / (PM) PEAK HOUR TRAFFIC VOLUMES

N

NOT TO SCALE

FIGURE 6
EXISTING WITH PROJECT TRAFFIC VOLUMES

LINSCOTT, LAW & GREENSPAN, engineers

1424 DEEPWATER AVENUE ACCESS

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Table 1
PROJECT TRIP GENERATION [1]

20-Nov-19

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Permanent Supportive Senior Housing [3]	56 DU	96	3	4	7	4	4	8
NET INCREASE PROJECT TRIPS		**96**	**3**	**4**	**7**	**4**	**4**	**8**

[1] Source: Table 3.3-2 of the LADOT "Transportation Assessment Guidelines", July 2019.
[2] Trips are one-way traffic movements, entering or leaving.
[3] City of Los Angeles Affordable Housing (Seniors) trip generation average rates.
- Daily Trip Rate: 1.72 trips/dwelling units; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.12 trips/dwelling unit; 38% inbound/62% outbound
- PM Peak Hour Trip Rate: 0.15 trips/dwelling unit; 52% inbound/48% outbound

Table 2
HCM DRIVEWAY ANALYSIS [A]
WEEKDAY AM AND PM PEAK HOURS
PROPOSED PROJECT DRIVEWAY

02-Dec-19

NO.	INTERSECTION	PEAK HOUR	TRAFFIC MOVEMENT	EXISTING + PROJECT		
				DELAY [B]	LOS [C]	QUEUE [D]
1	Eubank Avenue / Project Site Driveway	AM	NB Left (Inbound)	8.0	A	0.0
			EB Left/Right (Outbound)	13.1	B	0.0
		PM	NB Left (Inbound)	8.3	A	0.0
			EB Left/Right (Outbound)	11.9	B	0.0

[A] Intersection analysis based on the Highway Capacity Manual operational analysis methodologies.
[B] Control delay reported in seconds per vehicle.
[C] Unsignalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-15	B
> 15-25	C
> 25-35	D
> 35-50	E
> 50	F

[D] 95th percentile vehicle queue expressed in number of vehicles.

APPENDIX A

24-HOUR MACHINE TRAFFIC COUNT DATA

Prepared by National Data & Surveying Services

VOLUME

Eubank Ave Bet. E Sandison St & E O St

Day: Tuesday
Date: 11/19/2019

City: Wilmington
Project #: CA19_5717_001

DAILY TOTALS	NB	SB	EB	WB	Total
	3,703	3,646	0	0	7,349

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	3		5				8		12:00	38		53				91	
00:15	3		2				5		12:15	43		60				103	
00:30	8		4				12		12:30	40		49				89	
00:45	9	23	8	19			17	42	12:45	55	176	46	208			101	384
01:00	7		6				13		13:00	60		38				98	
01:15	7		4				11		13:15	65		47				112	
01:30	5		2				7		13:30	56		55				111	
01:45	1	20	4	16			5	36	13:45	37	218	58	198			95	416
02:00	1		4				5		14:00	53		52				105	
02:15	3		5				8		14:15	50		45				95	
02:30	4		5				9		14:30	83		64				147	
02:45	6	14	3	17			9	31	14:45	69	255	94	255			163	510
03:00	4		3				7		15:00	93		133				226	
03:15	10		3				13		15:15	66		129				195	
03:30	5		4				9		15:30	59		85				144	
03:45	4	23	0	10			4	33	15:45	55	273	85	432			140	705
04:00	6		3				9		16:00	49		83				132	
04:15	6		1				7		16:15	60		95				155	
04:30	8		8				16		16:30	64		81				145	
04:45	14	34	9	21			23	55	16:45	58	231	90	349			148	580
05:00	14		6				20		17:00	85		105				190	
05:15	10		12				22		17:15	63		108				171	
05:30	27		9				36		17:30	71		88				159	
05:45	40	91	19	46			59	137	17:45	59	278	64	365			123	643
06:00	33		11				44		18:00	41		51				92	
06:15	35		25				60		18:15	28		60				88	
06:30	69		31				100		18:30	36		40				76	
06:45	67	204	46	113			113	317	18:45	24	129	41	192			65	321
07:00	63		38				101		19:00	38		43				81	
07:15	130		31				161		19:15	14		35				49	
07:30	188		70				258		19:30	23		29				52	
07:45	197	578	81	220			278	798	19:45	16	91	31	138			47	229
08:00	125		95				220		20:00	25		28				53	
08:15	74		54				128		20:15	18		17				35	
08:30	55		65				120		20:30	15		29				44	
08:45	56	310	41	255			97	565	20:45	15	73	21	95			36	168
09:00	45		41				86		21:00	21		35				56	
09:15	58		40				98		21:15	20		18				38	
09:30	40		48				88		21:30	13		21				34	
09:45	23	166	37	166			60	332	21:45	19	73	10	84			29	157
10:00	43		37				80		22:00	8		22				30	
10:15	40		39				79		22:15	10		17				27	
10:30	38		39				77		22:30	20		19				39	
10:45	32	153	33	148			65	301	22:45	18	56	15	73			33	129
11:00	39		53				92		23:00	14		9				23	
11:15	37		45				82		23:15	11		11				22	
11:30	42		44				86		23:30	8		8				16	
11:45	78	196	44	186			122	382	23:45	5	38	12	40			17	78
TOTALS		1812		1217				3029	TOTALS		1891		2429				4320
SPLIT %		59.8%		40.2%				41.2%	SPLIT %		43.8%		56.2%				58.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,703	3,646	0	0	7,349

AM Peak Hour	07:15	07:30					07:15		PM Peak Hour	14:30	14:45					14:30		
AM Pk Volume	640	300					917		PM Pk Volume	311	441					731		
Pk Hr Factor	0.812	0.789					0.825		Pk Hr Factor	0.836	0.829					0.809		
7 - 9 Volume	888	475	0	0			1363		4 - 6 Volume	509	714	0	0			1223		
7 - 9 Peak Hour	07:15	07:30					07:15		4 - 6 Peak Hour	17:00	16:45					16:45		
7 - 9 Pk Volume	640	300	0	0			917		4 - 6 Pk Volume	278	391	0	0			668		
Pk Hr Factor	0.812	0.789	0.000	0.000			0.825		Pk Hr Factor	0.818	0.905	0.000	0.000			0.879		

APPENDIX B

HCM AND LEVELS OF SERVICE EXPLANATION
HCM DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

HCS7 Two-Way Stop-Control Report

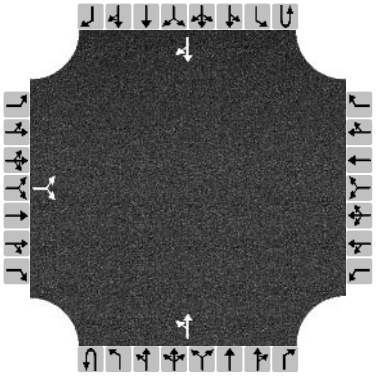
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	11/21/2019
Analysis Year	2019
Time Analyzed	Existing + Project -AM
Intersection Orientation	North-South
Project Description	1424 Deepwater Avenue Access

Site Information

Intersection	Intersection #1
Jurisdiction	City of Los Angeles
East/West Street	Project Site Driveway
North/South Street	Eubank Avenue
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		1		3						2	640				300	1
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			5							2						
Capacity, c (veh/h)			448							1189						
v/c Ratio			0.01							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			13.1							8.0						
Level of Service, LOS			B							A						
Approach Delay (s/veh)		13.1								0.1						
Approach LOS		B														

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HCS7 Two-Way Stop-Control Report

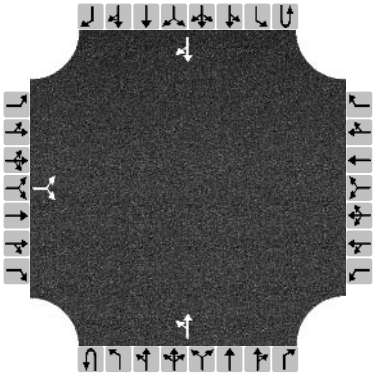
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	11/21/2019
Analysis Year	2019
Time Analyzed	Existing + Project - PM
Intersection Orientation	North-South
Project Description	1424 Deepwater Avenue Access

Site Information

Intersection	Intersection #1
Jurisdiction	City of Los Angeles
East/West Street	Project Site Driveway
North/South Street	Eubank Avenue
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume, V (veh/h)		1		3						3	278				391	1
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			5							3						
Capacity, c (veh/h)			524							1109						
v/c Ratio			0.01							0.00						
95% Queue Length, Q_{95} (veh)			0.0							0.0						
Control Delay (s/veh)			11.9							8.3						
Level of Service, LOS			B							A						
Approach Delay (s/veh)		11.9								0.1						
Approach LOS		B														

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